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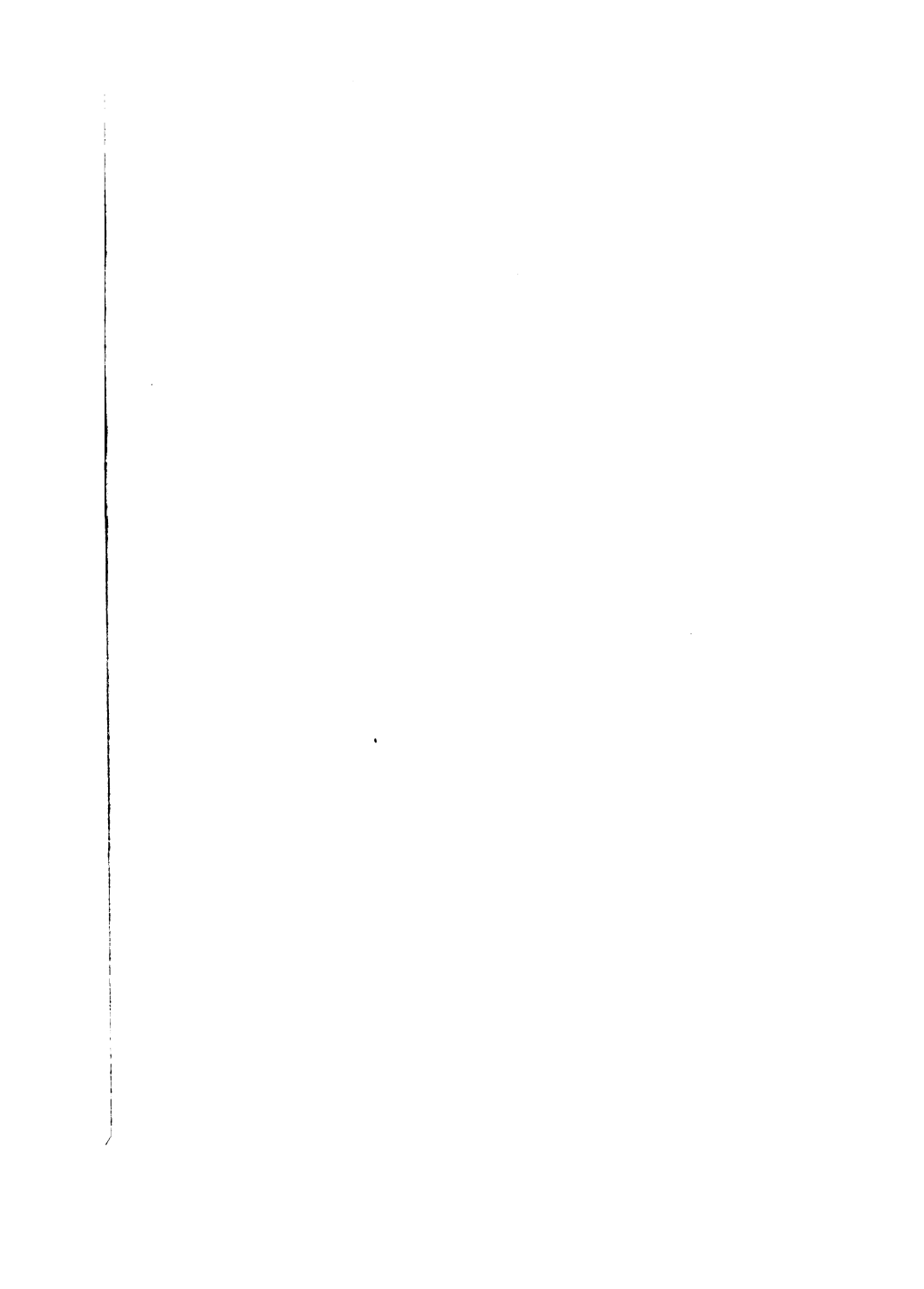


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TO THE
G R E A T W E S T:

BEING

**A BRIEF, BUT CAREFULLY WRITTEN, DESCRIPTION OF THE
COUNTRY BORDERING UPON ALL THE PRINCIPAL
RAILROADS OF THE WEST,**

WITH

MAPS AND ILLUSTRATIONS.

BY

J. L. TRACY.



ST. LOUIS:
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P R E F A C E.

THE original and controlling purpose of the author, in the preparation of this work, has been a desire to furnish a brief but truthful description of the Great West, with its large maritime and inland cities, its hundreds of populous and prosperous towns, its thousands of pleasant villages, its rivers so long and large that they become "inland seas," its grand and beautiful scenery of mingled mountain, valley and plain; but above all, its many million acres of virgin soil, much of it as rich as the famed valley of the Nile.

With this purpose uppermost, he has sought to describe the distinctive features of the country along the different lines of railway in the West, and he intends to continue his labors in this direction until every leading railroad between the Great Lakes and the Pacific Ocean, and the British possessions and the Gulf of Mexico, is fairly represented in this Guide. The complete work will contain upwards of five hundred pages of reading matter, besides several maps and a variety of illustrations.

If slight errors in matters of fact are occasionally discovered; if some points on the roads seem to be neglected and others to be treated more fully than they deserve; if typographical errors occur more than semi-occasionally, the author bespeaks the kindly forbearance of the public with regard to a first and hurriedly prepared edition, assuring them at the same time that no effort shall be wanting to remove these errors, whether of fact, taste, or type, in the next issue.

THE AUTHOR.

THE Pacific Railroad

OF MISSOURI,

Is the Most Direct Route

To all parts of Western and Central Missouri,
Kansas, Nebraska, Colorado and all
Points in the Great West.

THIS is the old and reliable line of Railroad, forming the main link between the West and the Far West; passing through the richest counties of Missouri, and making close and sure connections with the great trans-continental lines of railway that extend from the Missouri river to the Pacific ocean.

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Are Attached to all Night Trains.

Superior Eating-Houses are found on this Line,
And Passengers are given ample time for Meals.

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Express Trains to Leavenworth and Atchison with-
out Change or Transfer, passing through Kansas City.**

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W. B. HALE, Gen. Pass. & Ticket Agt.

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|---------------------|----------------------|
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| Emporia, | Chetopa, |
| Topeka, | Kit Carson, |

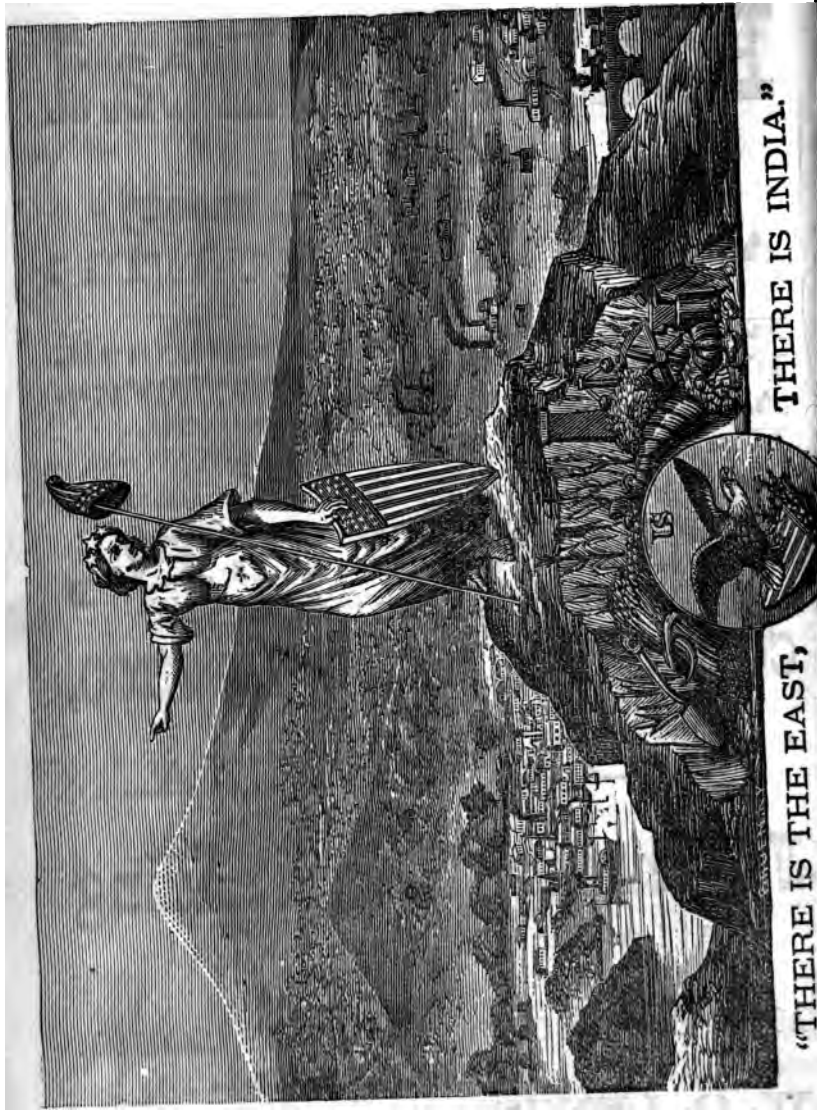
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AND
CALIFORNIA.**

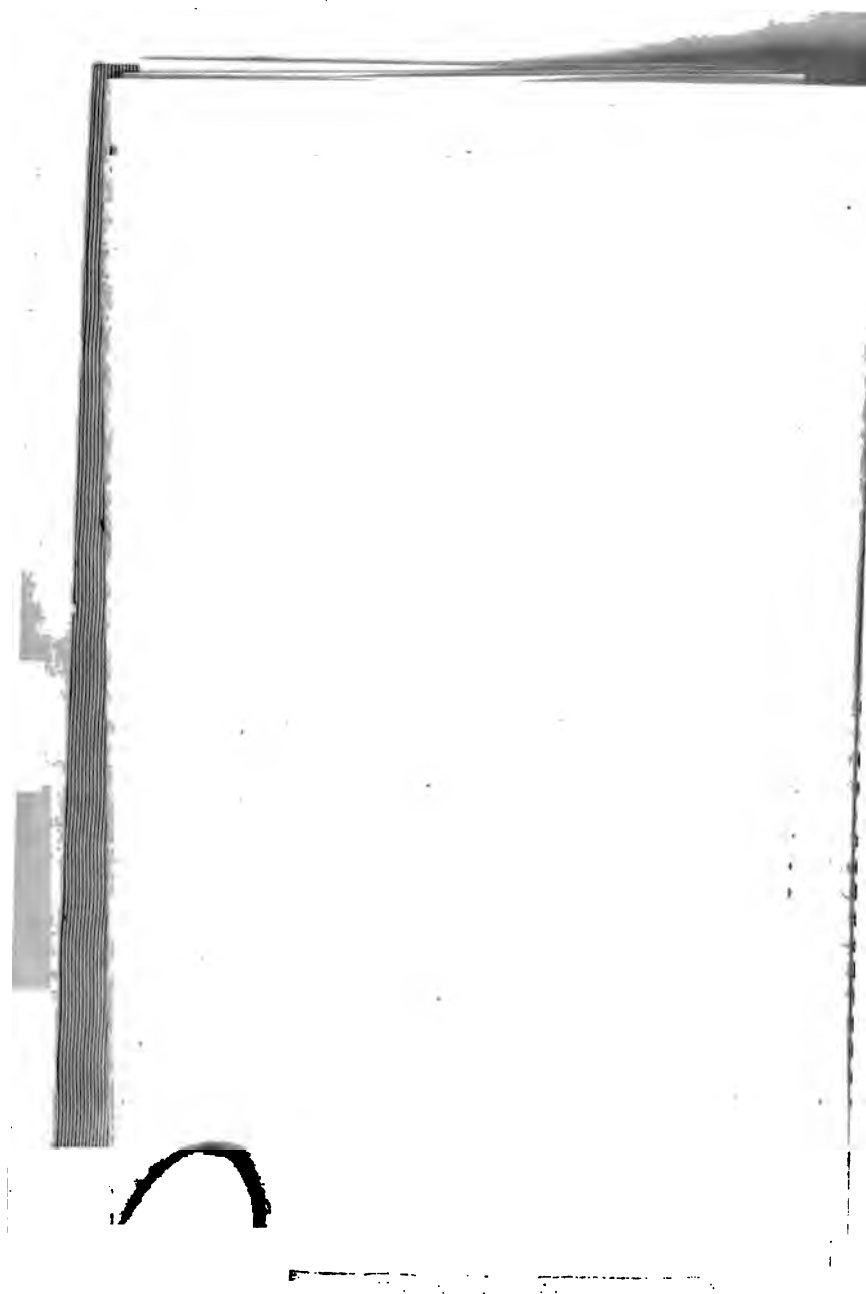
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ROUTE NO. 1.

FROM ST. LOUIS TO SAN FRANCISCO.

VIA MISSOURI PACIFIC, OR NORTH MISSOURI RAILROAD, TO KANSAS CITY OR LEAVENWORTH; THE KANSAS PACIFIC AND DENVER PACIFIC FROM LEAVENWORTH TO CHEYENNE, VIA DENVER; THE UNION PACIFIC FROM CHEYENNE TO OGDEN; THE CENTRAL PACIFIC FROM OGDEN TO SACRAMENTO; AND THE WESTERN PACIFIC FROM SACRAMENTO TO SAN FRANCISCO. ✓

MISSOURI PACIFIC RAILROAD.

St. Louis to State Line, 283 miles; and to Leavenworth, 308 miles.

Three daily trains connecting with the Kansas Pacific at the State Line or at Leavenworth.

This is an old, well built, and well managed railroad, offering both safety and comfort to the traveling public.— Being on a medium parallel of latitude (the 39th,) and forming a principal connecting link between the East and extreme West, great numbers are constantly passing over it, and the amount of passenger business done by this road is much greater than by any other railway of the same length west of the Mississippi.

Through the trunk line of this railroad, its branches to Boonville and Lexington, its connections in Kansas and Western Missouri, and the South Pacific, which joins it at Pacific City,

immense quantities of produce flow into the St. Louis market from Missouri, Kansas and Colorado; and merchandise of great value is sent out from the same market to supply the wants of two or three millions of people. The freight and passenger earnings of this road during the last year, will indicate its present importance.

Gross receipts for freight and passengers\$3,213,058.44

It may be interesting to the traveler to know that the average speed on most of our western railroads does not exceed twenty miles to the hour. If he is traveling on an express or mail train west of the Mississippi, he can approximate very closely to the time by dividing the distance in miles by twenty; the result will show the hours very nearly.

STATIONS AND DISTANCES.

| | | |
|----------|-----------------------|-----|
| 308..... | St. Louis..... | |
| 303..... | Cheltenham..... | 5 |
| 300..... | Laclede..... | 8 |
| 298..... | Webster..... | 10 |
| 296..... | Glendale..... | 12 |
| 295..... | Kirkwood..... | 13 |
| 292..... | Barrett's..... | 16 |
| 289..... | Meramec..... | 19 |
| 284..... | St. Paul..... | 24 |
| 282..... | Glencoe..... | 26 |
| 278..... | Eureka..... | 30 |
| 276..... | Allenton..... | 32 |
| 271..... | Franklin..... | 37 |
| 267..... | Gray's Summit..... | 41 |
| 264..... | Labadie..... | 44 |
| 261..... | Augusta..... | 47 |
| 256..... | South Point..... | 52 |
| 254..... | Washington..... | 54 |
| 247..... | Newport..... | 61 |
| 242..... | Miller's Landing..... | 66 |
| 234..... | Berger..... | 74 |
| 227..... | Hermann..... | 81 |
| 220..... | Gasconade..... | 88 |
| 209..... | Chamois..... | 99 |
| 204..... | St. Aubert..... | 104 |
| 196..... | Bonnot's..... | 112 |
| 192..... | Osage..... | 116 |
| 183..... | Jefferson City..... | 125 |
| 174..... | Elston..... | 134 |
| 169..... | Centre Town..... | 139 |
| 158..... | California..... | 150 |
| 152..... | Moniteau..... | 156 |
| 146..... | Tipton..... | 162 |
| 141..... | Syracuse..... | 167 |
| 133..... | Otterville..... | 175 |
| 128..... | Smithton..... | 180 |
| 120..... | Sedalia..... | 188 |
| 113..... | Dresden..... | 191 |
| 101..... | Knobnoster..... | 207 |
| 91..... | Warrensburg..... | 217 |
| 77..... | Holden..... | 231 |
| 72..... | Kingsville..... | 236 |
| 60..... | Pleasant Hill..... | 248 |
| 49..... | Lee's Summit..... | 259 |
| 43..... | Little Blue..... | 265 |
| 36..... | Independence..... | 272 |
| 27..... | Kansas City..... | 281 |
| 25..... | State Line..... | 283 |
| 24..... | Wyandotte..... | 284 |
| | Leavenworth..... | 308 |

ST. LOUIS.

Both nature and the providence of passing events have concurred in making this city the central emporium of a great continent. When Laclede, a little more than one hundred years ago, built the first log huts upon the site of the present city, he thought it would be a good situation for a trading post with the Indians—a place where glass beads and “fire water” could be exchanged for furs and peltries. No higher notions inspired the inhabitants of the little town for nearly half a century, and some have hardly yet waked up from the blissful dream of buffalo robes and Indian dog feasts. But the dreamers and dolittles are passing away, and both the voice of nature and the spirit of the age proclaim the future destiny of St. Louis.

The city stands on the right bank of the Mississippi, the grandest river of the American Continent—its fountains nourished by the eternal snows of a semi-arctic region, and its accumulated floods poured into a tropical sea. This river, with the Missouri, and the numerous affluents of both, furnishes about fifteen thousand miles of navigable streams, and waters nearly half of the inhabited portions of North America. With such facilities for navigation, it is not wonderful that St. Louis should have more river steamers connected with her trade than any other city in the world. It is not unusual to count at her levee and in her docks more than a hundred steamers; some receiving, some discharging freight, and others undergoing repairs. You will

find these vessels bound for almost every point of the compass, some of the places of their destination being more than four thousand miles apart. Some are going up the Missouri, the Osage, the Yellow Stone, the Upper Mississippi, the Illinois, the Ohio or its affluents, the Tennessee, Cumberland, Wabash or Kentucky; some to the lower Mississippi, and thence up the Arkansas, White, Red, Black, and Washita rivers. St. Louis has upwards of 200,000 tons of steam tonnage; but with all her steamers and barges floating through all her channels of commerce is yet unable to do the heavy carrying trade demanded by the products of this vast and fruitful region. But the steamer has been supplemented by the railway car, and St. Louis has now seven trunk lines of railroad radiating from the city towards the North, South, East and West, reaching by their connections and extensions almost every state of the American Union, and all acting as the collecting and distributing agents for the commerce of the Mississippi Valley. Directly or indirectly tributary to St. Louis, as a grand central emporium of commerce, are more than 1,000,000 square miles of territory, embracing twenty large states and territories, an area equal to Great Britain, France, Belgium, Austria, and Prussia—countries containing a population of 150,000,000, and holding within themselves the largest portion of the wealth and power of the civilized and christian world.

The geographical position of St. Louis not only makes it a grand commercial center—an immense depot for receiving and distributing the products

and merchandise that enter into the trade of a vast, wealthy and fruitful region—but it has now become a sort of half-way house between the Atlantic and Pacific, or rather between England and China.

The following table, showing the distance by river of the places named, from St. Louis, will indicate some of the important points with which the city is in daily commercial intercourse:

| | Miles. |
|-------------------|--------|
| Keokuk | 200 |
| Burlington | 260 |
| Rock Island | 350 |
| Dubuque | 471 |
| St. Paul | 800 |
| Cairo | 200 |
| Memphis | 440 |
| Vicksburg | 830 |
| New Orleans | 1240 |
| Louisville | 580 |
| Cincinnati | 720 |
| Pittsburg | 1200 |
| Leavenworth | 500 |
| Omaha | 800 |
| Sioux City | 1000 |
| Fort Benton | 3100 |

At the same time her iron fingers are stretched out to grasp the trade that moves by railway, and a vast network of iron nerves, fed by lightning, keeps her in instant communication with the whole civilized world.

POPULATION.

The population of St. Louis at this time, and after the annexation of Carondelet, is nearly or quite 300,000 souls, and of this number about one-fourth are German. The population in 1835 was about 8,000, and the city has averaged an increase of more than

8000 a year from that time to this. The present annual increase of the city proper is not less than 20,000, without including the large number of merchants and others who have their daily business in St. Louis, and live with their families, ten or twenty miles away, upon one of the lines of railroad.

Until within a few years, St. Louis occupied an area of about fifteen square miles; but with the annexation of Carondelet, and the extension of its limits on the west, it now embraces at least forty square miles—the more densely populated portions of the city covering not more than one-fourth of this area.

RAILROADS.

The railroad system of St. Louis is equal in extent to that of almost any city in the world. The Ohio & Mississippi, the St. Louis & Vandalia, the St. Louis & Terre Haute, and the Chicago and St. Louis roads, connect the city directly with all the southeastern, eastern, northeastern and northern States; while the Iron Mountain, Missouri Pacific, South Pacific, and North Missouri railroads extend from the city through all the vast region west of the Mississippi, and through the Iron Mountain railroad secure direct intercourse with the Gulf States and those bordering on the lower Mississippi. By means of this grand system of railroads, St. Louis is about four days from San Francisco, and less than two days from New York or New Orleans. The State of Missouri has now upwards of fourteen hundred miles of completed railroad, and this will soon be increased to two thousand miles by the roads now in the course of rapid construc-

tion. All these bring the rich products of a fruitful soil and genial climate, directly to the commercial capital of the State.

COMMERCE.

The grain trade of St. Louis has assumed large proportions, especially since the commencement of the plan of shipping by barges, and in bulk. The receipts of grain, and flour reduced to wheat, for the year 1869, amounted to 19,843,300 bushels, and the shipments for the same period were 15,982,259 bushels.

Pork packing is another large interest of St. Louis, and the number of hogs received in 1869 was 344,848, and the export of hog product for the same year was 67,853,325 lbs.

Tobacco is another article which enters largely into the trade and manufactures of St. Louis. The receipts for 1869 were 10,128 hogsheads, and the exports 8,214.

The trade in hemp has greatly decreased during the last ten years, owing to the fact that American bagging and rope are now but little used in the baling of cotton, and the receipts of hemp in 1869 amounted to only 24,468 bales against 68,796 bales in 1859.

Lead is another article found in large quantities, both in Missouri and Illinois, and the receipts of this metal in St. Louis for the year 1869 exceeded 18,000,000 lbs.

MANUFACTURES.

In manufactures, St. Louis ranks as the seventh city in the United States, and in postal receipts as the fifth. The amount of postage paid in 1869 exceeded \$200,000, and the number of letters passing through the St. Louis

Post-office, for distribution, mail or delivery, during the same time, was about 12,000,000.

But amongst the manufactures of St. Louis, that of Iron must take precedence of all others. No city in the world is better situated to make this a grand specialty. This single industrial interest fully developed, will double the population of the city. Within easy reach of St. Louis are supplies of the richest iron ore in quantities sufficient to supply the wants of the world for centuries to come. Iron Mountain, Pilot Knob and Shepard Mountain, all in close proximity, are formed of immense masses of this most valuable of all metals.

It was a mooted question here for many years, whether the mountain should come to Mahomet, or he should go to the mountain. The question has finally been decided against the mountain, and it has come, not to Mahomet, but to the city. The question of making good iron with Illinois coal was determined last year, and now seven furnace stacks at Carondelet illumine the skies with their perpetual fires, and daily pour out nearly three hundred tons of molten iron. A large capital and many hands are also occupied in changing the crude pig metal into a thousand forms to meet the demands of a civilized community. Foundries are turning out immense quantities of machine castings, stoves and hollow ware;—large rolling mills manufacturing many hundred tons of railway iron, but not half enough to meet the present and pressing demand; other establishments supply iron for plows and other farming machinery, but a wide

field is still open for manufacturers in iron. When these vacancies are filled, a million of people in St. Louis and its immediate vicinity will live by iron.

The present annual value of St. Louis manufactures may be put down at \$45,000,000—and those of the whole State of Missouri at \$92,000,000.

EDUCATION.

The public schools of St. Louis now occupy thirty-eight school houses; and in these, during the year 1869, 24,000 pupils were taught by nearly four hundred teachers.

In addition to the public schools of St. Louis, there are sixty-two private and parochial schools, besides two universities and a number of academies and commercial colleges; so that it may be safely stated that not less than forty thousand are receiving instruction in the different institutions of learning in the city.

CHURCHES.

The churches of St. Louis number ninety-four, of which the following list embraces nearly all: Baptist, 10; Congregational, 2; Episcopal, 10; Evangelical Lutheran, 4; German Evangelical, 5; Methodist, 14; Presbyterian, including old and new school, Reformed, United and Cumberland, 16; Roman Catholic, 27; Christian, 2; Unitarian, 1.

LIBRARIES.

The principal libraries of the city are the Mercantile Library, containing, in addition to many valuable works of art, 31,238 volumes; and the Public School Library, which, with the addition of the Henry Ames' Library, contains 19,425 volumes.

NEWSPAPERS.

The periodicals of St. Louis number more than thirty, but of these the principal in wealth and influence are the daily papers. The Missouri Republican, the Missouri Democrat, and the St. Louis Times, are daily morning papers; the two former having a larger circulation and influence than any other two papers west of the Mississippi, and the latter, though much younger, yet a successful and ably conducted sheet. The St. Louis Dispatch, and the St. Louis Tribune are daily evening papers, and there are three daily German papers, making altogether eight daily papers. In addition to these are religious, literary, and miscellaneous, commercial and agricultural weeklies, and some monthlies.

HOTELS.

While St. Louis is not specially distinguished by the number, magnificence and excellence of her hotels, she has a good number of first class houses. The Southern may be put at the head of the list on account of its size, fine appearance, and capacity to entertain a large number of guests. Then follows the Laclede, Planters, Barnums, the Everett House and others of less note. Steps are now being taken to build a second Lindell, which will be a grand necessity whenever the bridge over the Mississippi is completed.

BUILDINGS.

While St. Louis is not distinguished by numbers of grand public edifices, remarkable as well for size as for architectural beauty, it is by no means destitute of both public and private buildings that may challenge comparison

with those of any city in America. The Court House, occupying a block in the centre of the city, and displaying a dome of grand and beautiful proportions, is the most costly and substantial, if not the most comely edifice in the city. Many of the churches too, display not only the genius of the architect in their form and proportions, but have a look of solidity that promises their benefits to a future generation; while the blocks of marble front business edifices, and the long rows of costly private residences that adorn some of the principal streets and avenues show that St. Louis has long since emerged from the condition of a frontier city. The Polytechnic Building and the Masonic Temple should be mentioned as fine edifices.

THEATRES.

Theatres is not highly honored in St. Louis, at least so far as regards her temples. We have no grand Opera House, and only medium sized theatres in the city. De Bar's Opera House, Olympic, Varieties, and the small theatre of the minstrels are all that St. Louis can boast in this line with the exception of some Concert Halls.

PARKS.

These breathing places for great cities are too much neglected in America; but accident has so supplemented the action of the city government, that St. Louis is to be well supplied in this respect. In addition to the open squares scattered here and there through the dense portions of the city, gay at times with flowers and small shade trees, there are two large parks within the city limits.

SHAW'S GARDEN.

But Henry Shaw, Esq., has made his private munificence the just pride of the city, by donating to St. Louis about two hundred acres of the richest gardens, groves, and lawns to be found in America. This magnificent establishment has cost its proprietor an immense amount of money, and consists in part of a grand museum of all the vegetable productions of the earth. It is given to St. Louis with the simple condition that it shall be faithfully preserved and cared for. The donor of this princely gift has secured to his name, not only present honor, but the blessings of all coming generations. Shaw's Garden, the popular name of the place, situated two or three miles southwest of the city, is visited annually by many thousands of citizens and strangers, and must soon become the most popular place of resort in or about St. Louis.

ST. LOUIS FAIR.

This is one of the most popular and peculiarly favored institutions of the city. It was established by an incorporated company fourteen years ago, and has now grown into colossal proportions. It is the nearest a National Fair of anything in America. Under its present management, with A. B. Barret, Esq., as President, the St. Louis Fair promises to become a most important, as well as attractive feature in the history of this city, and of the whole West. The company have hitherto paid no dividends, but have devoted all their earnings to the improvement of the Fair Grounds, and the erection of proper buildings. The grounds occupy

nearly one hundred acres adjoining to the northwest part of the city, and these grounds are laid out and embellished in the most artistic style. They are also occupied by various structures and large buildings, including the most spacious amphitheater in America. The history of the Fair has been right onward, from the day of its inauguration, and now it draws together during the first week of October more than fifty thousand strangers; coming by thousands from Missouri and the neighboring states, and in smaller numbers from every state and territory of the Union, and every quarter of the world. Thirty thousand dollars are paid annually for premiums, and no exhibition fee charged to the exhibitors. With this liberal arrangement, thousands of domestic animals, productions of the soil, and works of art, come from all parts of America, and some from the old world. The company intend to establish a Zoological Garden, and make their grounds an attractive place of resort throughout the warm season.

BRIDGE ACROSS THE MISSISSIPPI.

This grand structure, planned, and its building superintended, by Capt. Jas. B. Eads, has already advanced to the point of assured success, and is one of the proudest feats of engineering skill in the history of the world. The bridge, with a railway track below and a carriage track above, will consist of three immense arches of steel and iron, meeting upon the tops of granite piers that are nearly two hundred feet in altitude above the solid rock below the river bed. These piers are about five hundred feet apart.

WATER WORKS.

With the constant expansion of the city limits, and the rapid increase of population, it has been necessary to make provision for new and large supplies of good water. At an estimated cost of four millions of dollars, the city is now engaged in constructing a system of water works that will be capable of supplying the vital fluid to two millions of people.

SUBURBAN TOWNS.

For nearly fifteen miles, the line of the Missouri Pacific is handsomely embellished by modest cottages and more pretending villas, country seats, hamlets, villages and towns. The surface is just undulating enough to secure perfect drainage—the soil is well adapted to fruit—especially the small fruits and grapes—and almost every hundred yards of the distance afford a desirable site for a country residence. The liberality of the railroad, in granting low commutation rates of fare, has already settled some thousands of people through this belt of country, and the same policy continued, as doubtless it will be, must make an almost continuous village for a space of fifteen or twenty miles from St. Louis.

The most important of these suburban towns are Kirkwood and Webster, each scattered over a mile or more of circuit, almost every family having its pleasant garden, fruit orchard and grapery, most of the people having their daily avocations in the city, and nearly all so elevated by intellectual and moral culture and those social amenities which make life worth living for, that other families from the city

are constantly seeking pleasant homes in these sylvan retreats.

THE MERAMEC.

Eighteen miles bring us to the banks of the beautiful Meramec, and we follow its windings for some ten miles. This charming little river has its fountains a hundred miles away; its limpid waters glide quietly over a pebbly bed, and its banks are enameled with grass and flowers. Higher up the stream are great springs of water, and mills, and iron mines, and furnaces; but these are on the line of the South Pacific R. R. Thirty-seven miles bring us to

PACIFIC CITY,

At which point the South Pacific diverges to the southwest, on its projected course through New Mexico, Arizona and California to San Francisco. The town of Pacific City is mostly inhabited by Germans, and it is only noted as an important station at the junction of the two great roads.

FROM PACIFIC CITY TO HERMANN.

From this station the road proceeds on an up grade of four miles to Gray's Summit. This is on the divide between the waters of the Missouri and the Mississippi. Around this station is a neighborhood of fine land, containing quite a number of excellent grass, grain and fruit farms. Descending towards the Missouri, we soon pass Labadie station, the center of another fine neighborhood, and then on past Augusta to South Point on the Missouri river. From this station up to a few miles above Jefferson City, the railroad follows the windings of the great river; now crossing the wide and fertile bot-

toms, and now skirting the precipitous and rocky bluffs. A few miles above South Point we pass

WASHINGTON,

A town beautifully situated upon a gently rising bluff on the south side of the Missouri. The town and immediate vicinity are mostly settled by enterprising Germans. This is the most important town of Franklin County. It contains nearly four thousand inhabitants. It has eight churches, several good schools, a Masonic, Odd Fellows and Good Templars Lodge, and with the adjoining country, supports two weekly newspapers, the Franklin County Observer and the Washington Post, (the last a German paper.) Pursuing our course along by the turbid flood of the Missouri, we pass Newport, Miller's Landing, Berger, and some smaller stations, before we reach

HERMANN.

This is strictly a German town and neighborhood, but has been an eating station for most of the through trains since the first building of the road. Its connection with one of the great industrial interests of Missouri, gives both interest and importance to the town of Hermann.

WINE GROWING.

Here, for the first time, was demonstrated by Messrs. Husmann, Manwaring and others, the peculiar adaptation of the soil in Southern Missouri to the production of grapes. Mr. Husmann is known as one of the most practical, as well as scientific vineyardists in the United States. Having satisfied himself that wine growing is not only possible, but profitable in Missouri, he

spent much time in experiments to determine which were the best grapes for general cultivation. The result has been that many thousand gallons of native wine are annually exported from Hermann, and the whole vicinity of the place is like a great vineyard.

From the successful beginning at Hermann, grape growing has rapidly spread into different portions of the south half of Missouri. Eight or ten millions of acres, lying along the hill sides and in the warm valleys of this portion of the State—lands too, that have been considered almost worthless when compared with the richer alluvions of the river and the prairies—have been found to be the most productive of all, yielding from three hundred to one thousand gallons of wine to the acre. This land is still very cheap, being worth from fifty cents to five dollars an acre, and thousands are annually making their homes upon it. The prospect is that, in a few years, the wine crop of Missouri will be worth more than any other agricultural production of the State, corn and wheat alone excepted.

GASCONADE COUNTY.

Hermann is the seat of justice for Gasconade County. This county lies on the right bank of the Missouri, has a deversified surface, some portions being quite rough; a good soil in the valleys, and the hill sides admirably adapted to grape culture. The taxable value of its property in 1869, was \$2,318,946.

THE GASCONADE.

Seven miles from Hermann, and we come to the Gasconade river. At the bridge across this stream occurred the

first great calamity that has befallen a passenger train on this railroad. In November, 1855, the road had been completed up to Jefferson City, and the directory were anxious to carry the members of the Legislature from the eastern portions of the State, up to the meeting of that body. Preparations had been made for a grand inauguration festival at Jefferson City, and every thing looked full of hope and promise. Complimentary invitations were extended to many of the leading citizens of St. Louis, and, on the morning of the excursion, a long train of cars was crowded with a happy multitude, on their way to join in the festivities at the State Capital.

But alas, for the result. The bridge over the Gasconade was, in fact, no bridge—but simply the trestle work or scaffolding with which to construct the bridge. The heavy train, with its freightage of human souls and bodies, rushed on, and with a horrible shriek and crash went down through the very first span of the bridge, killing or wounding a large number of passengers.

BETWEEN THE RIVERS.

Between the Gasconade and Osage rivers the railroad continues along, either skirting the high rocky bluffs on the left, or making its way across the rich alluvial bottoms. In the hills to his left, the traveler will see the outcroppings of the Ozark range, which here form the divide between the Osage and Gasconade. Much of the land in this section is hilly and broken, but the larger portion is well adapted to the cultivation of both grain and

fruit, while the bottom lands are exceedingly rich and productive. The railroad stations between the two rivers are Morrison, Chamois, Medora, Lour's Creek and Bonnot's Mills. None of these are of much importance or have more than two or three hundred inhabitants. Medora, (better known as St. Aubert,) is on both the railroad and the Missouri river, twenty miles below Jefferson City, and is the landing place for passengers destined to Fulton, Callaway county, which is fifteen miles distant on the opposite side of the river.

OSAGE CITY.

Osage City is near the mouth of the Osage river, and becomes a lively little place when small steam boats are able to ascend the river to Warsaw and Osceola, to bring down the surplus products of that valley. This place is in Osage county, which is bounded on three sides by the Missouri, Osage and Gasconade rivers. Linn, the county seat, is a small town but a few miles southwest of the railroad. This county is well watered and timbered, and has much good soil especially in the river bottoms. The assessment in this county in 1869, amounted to \$2,363,850. Eight miles further through the forest, and along by the towering cliffs, and we are at,

JEFFERSON CITY,

The capital of Missouri. This place stands on the right bank of the Missouri, 125 miles from St. Louis by railroad, and nearly two hundred by the course of the river. The site of the town, while it is sufficiently elevated, is

very rough and hilly. These inequalities of surface can only be overcome by heavy and expensive grading, but in a town that derives its importance more from its character as State Capital than from any large interest in commerce, level streets are not of so much consequence.

Jefferson City contains about 7000 inhabitants, and has greatly increased in population and improved in appearance since the close of the war. There are many fine private residences, with neat gardens and grounds attached, on the principal streets. The great feature of the place is the State Capitol, a fine stone building, not large in size, but handsome in its architectural features, and spacious enough for the present wants of the State.

The penitentiary buildings are quite extensive, and have been increased in size from time to time, somewhat in proportion with the growth of our great State.

A large proportion of the inhabitants of Jefferson City, as well as of the neighboring country, are Germans. These latter have small farms, gardens or vineyards, and are almost always industrious and thrifty people.

The residence of the Governor and State officers at Jefferson City, secures to it at all times, pleasant and refined society, and during the sessions of the Legislature the place is quite gay, and business of all kinds is brisk and profitable.

It will not be out of place here to insert a few paragraphs respecting the State of which Jefferson City is the Capital.

STATE OF MISSOURI.

Missouri is the great central State of the World's Republic. Geographically considered, nearly equal portions of the American Union stretch out from her borders towards the North, South, East and West. Its dormant and latent energies being once awakened and developed, Missouri must become the Empire State of the Centre, as New York is of the East. Its climatic position is altogether propitious, the surface not being greatly elevated, and the State lying between the temperate parallels of thirty-six deg. thirty min. and forty deg. thirty min. N. Latitude, and between the meridians of eighty-nine deg. two min. and ninety-five deg. fifty-two min. West Longitude.

The greatest length of the State, from East to West, is 320 miles, and its width, from North to South, 230. These dimensions embrace an area of 67,280 square miles, equal to 48,123,200 acres of land; being about one-third larger than England, and possessing twice the productive capacity of that wonderful country. Missouri is larger than any State east of the Mississippi, and possesses as much fruitful and arable soil as any of her sister States, whether east or west. Not less than 86,000,000 acres of land in Missouri are well adapted to furnish all the products of a temperate climate.

No State is better supplied with fountains and streams, as well as with great rivers. It is bounded and bisected by the Mississippi and Missouri, two of the largest and longest rivers in the world; rivers whose fountains

are more than three thousand miles away, fed by the waters of the Itasca or the eternal storms that breed and brood about the cliffs and canons of the Rocky Mountains; whose affluents water a score of States and territories, and whose accumulated floods are poured into a torrid sea. One thousand miles of these great rivers lie within Missouri, or upon its boundaries. The principal streams flowing into the Mississippi from this State are the Salt, Meramec, White and St. Francois, the two latter being more properly rivers of Arkansas; and the main affluents of the Missouri are the Osage, Gasconade, Lamine, Chariton, Grand, Platte, and Nodaway.

Nature has given to Missouri vast resources in agricultural and mineral wealth, also abundant facilities for commanding and managing the internal commerce of the West. St. Louis, her commercial capitol, is near the confluence of the two great rivers. There she stands, like the Apocalyptic angel, "with one foot on the land, and the other on the sea," beckoning to herself the white winged messengers of commerce from every ocean, and stretching out her iron fingers to grasp the internal trade of half a continent.

The geographical and mineralogical features of Missouri are not only peculiar, but such as add greatly to the value of its products. What is known as the "Ozark range," not of mountains, but of hills, passes through the south half of the State from west to east; sometimes appearing merely in the shape of elevated table lands, and then again broken into rough and rug-

ged hills. Most of the latter, however, are rich in metals or minerals, such as iron, lead, zinc, copper, coal, etc. Much the larger portion of this hilly region, too, is susceptible of cultivation; and for raising sheep, or the culture of the cereals, fruits, especially grapes, no better land can be found anywhere east of the Rocky Mountains. As the first settlers in Missouri generally sought the rich alluvial and prairie soils of the north-west and central portions of the State, the vast and fruitful region lying in the south-west, south and south-east was neglected, and deemed almost worthless. Large quantities of this land, so rich in minerals, and readily yielding fine crops of grain and fruit, have, within a few years, been sold for 12½ cents per acre. That time has passed, however, and thousands of enterprising immigrants, both farmers and miners, are making for themselves pleasant and profitable homes in the south half of Missouri.

The soil along the river bottoms in Missouri is rich as the famed valley of the Nile. Only a little less fruitful, and much more easily put in cultivation, are the millions of acres of rich prairie land in the north-west, west and central portions of the State. The capacity of this State for producing food for both men and animals, is something enormous. Whenever there is a full development of the State's resources, Missouri will furnish happy homes for five millions of people; one-half making bread, not only for themselves, but to feed two or three millions of miners, mechanics, merchants, and professional men; and the whole State receiving every year many millions

more for her exports than she pays for her imports.

Looking at the two grand districts of Missouri a little more in detail and beginning with the extreme south-east we find extensive bottom lands along the Mississippi, extending from Cape Girardeau south to the Arkansas river. They include many swamps which are rendered almost impenetrable by a dense growth of trees. The most extensive of these, called the Great Swamp, commences a few miles south of Cape Girardeau, and passes south to the mouth of the St. Francois, penetrating far into the State of Arkansas. This peculiar feature gave to Missouri its south-eastern "pan handle," or projection south of 38 deg. 30 min. the once charmed parallel between freedom and slavery. The early settlers in the region below Cape Girardeau, and south of the proper boundary of the State, could not reach any settlements in Arkansas, on account of the swamps, and prayed to be attached to Missouri, where they were in the habit of trading and getting their corn ground.

Turning northward from the swamp region, and following up the course of the Mississippi, we find a belt of high lands reaching all the way up to the mouth of the Missouri. The highest part of this range is between St. Genevieve and the mouth of the Meramec, where the ridge rises from three to four hundred feet above the waters of the Mississippi. This ridge of high lands is the Ozark range, before alluded to, cut asunder by the Father of Waters, extending westward through the State, not losing its rough and rugged

character until it loses itself in a ridge of high prairie.

In the country north of the Missouri, constituting about one-third of the State, the country is more level, but sufficiently undulating to secure good drainage; and the soil is generally excellent, a large portion of the country being a rich prairie, watered by numerous streams, each with its belt of timber. Altogether the richest soil and most productive portions of Missouri are to be found in the western and north-western counties of the State. The Platte country, in the north-west, and Clay, Jackson and Lafayette counties, in the west, have long been famed for their wonderful yield of hemp, grain and stock.

THE CLIMATE

Of Missouri is peculiar. With no mountains or forests to protect her from the north-western blasts that have their origin in the snow banks of the Rocky Mountains, the whole State is subject to great and sudden changes of temperature. One day, or one hour, there comes the balmy breath that is born of southern skies and tropical seas; and the next, comes the fierce north-wind from the home of snow banks and icicles. But notwithstanding these great and sudden transpositions as indicated by the thermometer, Missouri may be considered a very healthy State. Pulmonary diseases very rarely originate here. In most parts of the State the work of plowing and putting in crops commences in March, and the forests are in full foliage early in May; while in the extreme southern counties, cotton is raised, and young stock manage to

live through the winter with little or no care.

A difference of at least two weeks is noticeable, as to the opening of Spring, between the counties bordering on Iowa and those upon the line of Arkansas. In passing down the Mississippi late in March or early in April, one sees the forests of Iowa still bare, and her "meadows brown and sear;" but arriving at Cape Girardeau he finds the trees clothed with fresh foliage, and everywhere myriads of Spring flowers. St. Louis gets her first strawberries from the latitude of Cape Girardeau the first week in May, and the last of the crop comes from Iowa late in June.

Taking Missouri with all its advantages, its fruitful soil and healthful climate, its vast wealth of metals and minerals, its facilities for transportation by rail or river, its present wealth and prospective greatness, and there is scarcely another State in the American Union that affords such attractions and inducements either to the capitalist or the emigrant.

HISTORY.

Although the life of Missouri as a State has only extended through half a century, yet it has been the busiest and most progressive half century in the annals of the world, and its characteristics have been stamped upon the history and fortunes of the State. Missouri had its origin amidst the first great political troubles and disputes of the American Republic. A compromise gave legal existence to the State; and this compromise was finally washed out in the blood of a civil war. The fraternal

strife which for four years transformed the most beautiful country and the grandest political empire of the world into a great battle field, gave a full share of its bloody fortunes to Missouri. Some of the fairest portions of the State were almost depopulated, and whole sections passed through the ordeal of blood and fire, and when the desolation had gone by, presented nothing but unpeopled and smoking ruins. But after the night, came the day, and the horrid wounds inflicted by civil war began to be healed by the angel of peace. It was sharp and painful surgery that cut away the old excrescence, but it left the body politic healthier, and all the people happier and more prosperous than ever before.

Under the old regime, the States of Illinois and Indiana, although far behind us in natural resources, were outstripping Missouri in the march of empire. Although the great advantages of the State brought many immigrants in spite of the system then in vogue, yet our sister States across the Mississippi were, at the commencement of the war, far in advance of us as regarded population and material wealth. This state of things is being rapidly changed by the multitudes of emigrants from the eastern and middle States, and the old world, who are seeking homes on our rich prairies, in our fruitful valleys, and extensive forests, or in our exhaustless mines of iron, lead and zinc.

POPULATION.

The present population of Missouri may be safely put down at nearly, if not quite, 2,000,000. The first census of the State, when it was admitted into the Union in 1821, showed a popula-

tion of 70,647. From that date the number of inhabitants very nearly doubled each decade up to 1860, when the population of Missouri, including white, free colored, and slaves, amounted to 1,172,797. The war drained the State not only of material wealth, but of multitudes of people; but the return of peace, and the increased and ever-increasing tide of immigration, will bring the State up to three millions before the year 1880. Of the present inhabitants of Missouri about one hundred thousand, or one in fifteen, are colored. Considering the condition these people have been in for generations past, they have conducted themselves with great propriety since their formal emancipation in 1865. A large majority of them are not only making an honest support for themselves and families, but, by their industry and frugality, accumulating a decent competence.

South of the Missouri river there is a large German element in the population. Wherever these people make homes in the country, and plant vineyards or cultivate small farms, you may look with confidence for present prosperity and future wealth. Every town or neighborhood in Missouri that has been planted by Germans is now actually wealthy, or has the elements of certain prosperity in the future.

EDUCATION.

But let us pass from these general views of a great State and its varied resources, to some of the details which constitute the grand result. When we speak of the wealth of a state, we should not so much consider its rich mines, its fruitful soil, its genial climate, and its natural channels of commerce and com-

munication, as its people. The people are all that give real wealth to any country. Without inhabitants the fairest lands upon which the sun shines would be of no more value than a sandy beach or a rocky cliff. But then the people must have intelligence in order to give value to the country they inhabit. Savages make a land poorer instead of richer by their presence. And just in proportion as a community rise in the scale of civilization, intelligence, refinement, and moral worth, their lands and houses go up in their money value.

In this matter Missouri made a grand investment at the very start, and her school fund has been so well husbanded and increased by legislation that she has now a system of public instruction that may challenge comparison with that of any State in the Union. It is not meant by this that the educational machinery of the State is everywhere in perfect working order, but that the foundations of the system are laid deep and secure; and if any child of Missouri grows up in absolute ignorance, it will be because it refused the light that is offered almost "without money and without price."

The following items will serve to indicate the present working of the common school system in Missouri: Number of children in State between five and twenty-one years, 584,026 for the year 1869; number of children in public schools, 249,729. It would be safe to estimate that 150,000 students were in the numerous colleges, seminaries, private and parochial schools, during the same year. Number of teachers in public schools, 7,145; number of pub-

lic schools in the State, 5,307; number of public school-houses, 5,412; value of public school-houses, \$3,087,062.

The richly endowed Industrial College, incorporated with the State University, at Columbia, offers not only an academic but an agricultural education to all who desire to become scientific as well as practical farmers. Other incorporated and leading institutions of learning in Missouri are: North Missouri Normal School, at Kirksville; William Jewell College, at Liberty; Grand River College, at Edinburgh; Plattsburg College, at Plattsburg; McGee College, at College Mound; Christian University, at Canton; Washington University and St. Louis University, both at St. Louis; St. Paul's College, at Palmyra; and Bethel College, at Palmyra.

MANUFACTURES.

No great community, living in a fertile and productive country, can be long or largely prosperous unless it shows a certain amount of independence, or rather, an ability and disposition to supply most of its ordinary wants. A simple monopoly is always an evil, tending to enrich a few and impoverish the multitude. Before the war, the Southern States made cotton and sugar, and looked to the North almost entirely for breadstuffs. Since the war, they have learned to produce a large portion of their food supplies, and as a result, will soon be more prosperous than ever before.

Missouri has a food-producing capacity sufficient to sustain thirty or forty millions of people. But it is by no means her policy to devote all her

energies to raising corn, wheat, and pork, trusting entirely to other States and foreign countries for the ten thousand articles and implements demanded by the present civilization and the various industries connected with it.

Missouri has illimitable quantities of the raw material, and wonderful facilities for generating the necessary power to transform that raw material into the thousand forms suited to the wants of civilized men. Until lately we have done but little in the way of manufactures, beyond making wheat into flour, corn into whisky, hemp into bagging and rope, tobacco into shapes to suit smokers and chewers, and iron into stoves and heavy castings. But a new era has dawned upon the State. We have discovered that we can make a thousand articles of primary and pressing need just as well as they can be made in New or Old England. In the single article of iron, the capital invested in its manufacture has quadrupled within the last four or five years. Capitalists from abroad, who have studied our resources and facilities for manufacturing iron, have become satisfied that Missouri must soon become one of the largest iron-producing States in the world; and they are adding millions to the working capital employed in this branch of industry. The wine manufactured from Missouri vineyards is now worth not less than \$3,000,000 a year. The American Wine Company alone, of which I. Cook, Esq., is President, makes every year, nearly a million of dollars worth of champagne.

The time is approaching when we shall not have to import our railroad

iron from Europe, much of our pottery and queensware from other States, our glass and hardware from the good city of Pittsburg, and many of our woolen and cotton goods from New England. When that time comes, Missouri will have achieved her great destiny as the Empire State of the Mississippi Valley.

CREDIT OF MISSOURI.

A country possessing such vast stores of material wealth as Missouri, although much of it is still undeveloped, should have proper credit and consideration in all bureaus of finance throughout the world. A State that could be sold under the hammer to-day for more than a thousand millions of dollars, should have her bonds as good as gold. They are nearly so, in spite of the heavy railroad debt incurred before the war. This debt is being rapidly canceled, and very soon Missouri's will stand at par or a premium. It may not be improper to add in this connection, that the assessed value of the taxable property in Missouri in 1868, with such addition as the assessors themselves allow to be correct in estimating the real cash value of property, amounted to \$1,177,000,000, and this vast amount will be increased to at least \$1,250,000,000 the present year. St. Louis city and county make nearly one-third of this amount.

STOCK RAISING.

Perhaps there is no one of the great Western States of the American Union better adapted to stock-raising than Missouri. Abundant crops of grain and corn are almost as certain as the return of the seasons. The climate in most parts of the State is mild enough to preclude the necessity of much shelter or long feeding in win-

ter. Small streams, with their meandering branches and bubbling fountains, lie like a network all over the State; and some of these streams are so impregnated with salt as to supply stock with all they need of this article.

The following exhibits the number and value of horses, mules, cattle, sheep, and hogs, in 1868:

| | Value. |
|---------------------------|--------------|
| Horses..... 375,400..... | \$19,203,427 |
| Mules..... 86,299..... | 4,822,988 |
| Cattle..... 933,517..... | 12,169,234 |
| Sheep..... 1,385,805..... | 1,951,078 |
| Hogs..... 1,952,532..... | 3,784,006 |
| Total..... 4,733,453..... | \$41,880,738 |

VALUE OF LAND IN MISSOURI.

It is doubtful whether any other State in the Mississippi Valley can furnish good land at so moderate a price as Missouri. On the south side of the Missouri river there are more than a million of acres (much of it good land) still to be given away as homesteads. In the same portion of the State there are millions of acres, mostly lying south of the Osage river, that can be bought for from one to ten dollars an acre. Much of this land is equal to any in the whole country for vineyards, fruit, and sheep farms. In the extreme south-eastern quarter of the State there is an immense body of the richest land in the world, which can be restored to use by drainage, and that, too, at a moderate cost, compared with the value of the land to be redeemed. Not only can a large portion of the land in the south half of Missouri be obtained very cheap, but even the finely cultivated farms along the valley of the Missouri, and all over the rich prairies of the western, central, and northern portions

of the State, can be purchased lower than the same kind of land and improvements in Illinois. No country in the wide West offers stronger inducements to the enterprising and industrious immigrant than Missouri. If he is a farmer, our fruitful soil awaits the hand of the cultivator, to whom it will return "thirty, sixty, or an hundred fold." If he is a miner or mechanic, his hands shall find plenty of work, with liberal pay.

COLE COUNTY.

Cole county, of which Jefferson City is the seat of justice, lies near the center of the State, partially bounded by the Missouri and Osage rivers, and a considerable portion of the county is watered by the Moreau and its small tributaries. The surface of the county is rolling, and in some parts quite hilly, as well as rough and rocky. The land is well timbered and, for the most part, well adapted to the production of corn, wheat, and other grains. The soil and climate are both well suited to the cultivation of fruit, including the grape. The river bottoms, on the Missouri, Osage and Moreau, are exceedingly rich and fruitful. Cole county was taken from Cooper, and organized in 1820, receiving its name from Captain Stephen Cole, one of the pioneers of Missouri, and a famous Indian fighter. The taxable value of property in this county at the last assessment was \$4,200,050.

The leading newspapers in Jefferson City are the People's Tribune, (weekly) and the State Times, daily and weekly.

Leaving Jefferson City, the railroad continues up the west bank of the Missouri four miles, to the mouth of

Gray's Crk. and then bears off to the west, on its course to Kansas City.

ELSTON

Is a small station nine miles from Jefferson City, and is the site of a thriving little village with the usual essentials of such a place, a general store with all kinds of goods, one or two blacksmiths, carpenters, three churches, a doctor, lawyer, justice of the peace, a school, and a grocery.

CENTERTOWN,

Which may have received its name from being just about half way between St. Louis and Kansas City, is fourteen miles west of Jefferson City, in Cole county, and is noted for mines of excellent lead in its immediate vicinity. The village itself is very young, and very small, containing about 100 inhabitants. There are excellent farms and rich coal mines in the immediate vicinity of both of the last named stations.

CALIFORNIA.

Ten miles further, and we are at California, the county seat of Moniteau county. This has grown to be a place of considerable importance, containing about 3,000 inhabitants, and making a fair show of that industry and enterprise which always result in thrift and competence, if not absolute wealth. The town contains six churches, five lawyers, one bank, two blacksmiths, two druggists, six physicians, six saloons, nine general dealers in merchandise and country produce, three insurance agents, two harness makers, three hotels, one newspaper, the Moniteau Journal, and various tradesmen and dealers, sufficient to supply the wants of a large farming community.

Here we first strike the prairies of central and western Missouri. An old pioneer will tell you that he can start from here, and, heading the streams that flow into the Missouri or Osage, can reach Santa Fe without once camping in timber. However this may be, we know that the great body of such land in Missouri commences here, and grows richer and more prolific as we proceed towards the western boundary of the State. This is not said in disparagement of the millions of acres that lie upon the warm hill sides of South Missouri, and which will one day be white with flocks, or purple with the rich clusters of the vine. It is simply meant that the hemp-land lies to the west of us.

MONITEAU COUNTY,

Of which California is the shire town, lies in the center of the State. It is not a large county, nor so important as many others; but has many thousand acres of rich land, especially in the bottoms of the Missouri, Moniteau and Moreau. The county is about equally divided between prairie and timber land; and fine crops of grain and fruit, with abundance of stock, are found on most of its well tilled farms. This county belongs to the great coal field of Missouri, and beneath its surface there has already been discovered vast beds of bituminous and cannel coal. Lead is also found in this county. The taxable value of its property by assessment of 1868, was \$3,228,180.

MONITEAU

Is a small station six miles west of California, in the same county, having about 100 inhabitants, and the usual concomitants of a new railroad village in a fine country.

TIPTON,

Also in Moniteau county, and 162 miles from St. Louis, is a place of considerable importance. The place contains about 1,000 inhabitants, but is surrounded by a rich and well peopled country, which furnishes a large amount of local trade. The town contains three lawyers, three druggists, six general dealers, two hotels, five physicians, four saloons, two blacksmiths, two carpenters and several representatives of other callings and professions. At this point the Osage Valley and Southern Kansas railroad crosses the track of the Missouri Pacific. The northern portion, extending from Tipton to Boonville, twenty-five miles, is already built and in successful operation. Earnest efforts are being made to complete the other portion, extending south-west from Tipton into Kansas. The road from Tipton to the Missouri river, is popularly known as the

BOONVILLE BRANCH

Of the Missouri Pacific. The line of this road is across a rich and beautiful country, passing the little stations of Nelson, Vermont, Bunceton, Bluff City, (Stephen's coal station,) Petersburg, New Palestine, Jo-town, and Bellingsville, and ending at

BOONVILLE,

One of the pleasantest towns in all Missouri. Before the completion of this road, Boonville suffered in her trade interests for the lack of easy and speedy communication with St. Louis, the commercial metropolis of the State. Before the building of the Missouri Pacific, Boonville had a large wholesale trade with the merchants of southwest

Missouri, all of which was lost upon the completion of that great thoroughfare. During the war too, Boonville suffered seriously, but in spite of all these drawbacks, the town has kept on growing in the number of its inhabitants, increasing in the amount of its trade, and improving in appearance, so that it now justly ranks amongst the handsomest country towns, or inland cities of the West. Being situated upon an elevated plateau, formed by the bluff on the south side of the Missouri, it is quite free from any miasma rising from the bottom lands on the north side of the river, and is considered one of the healthiest localities in the State. This circumstance has made Boonville a favorite point for the establishment of institutions of learning. Even while its commercial interests were temporarily in a state of decadence, its first class boarding schools for both boys and girls, attracted a large number of pupils from different parts of the country, and thus always gave the place a cheerful and lively appearance.

Boonville contains nearly 7000 inhabitants, and amongst these are very many families of such culture and refinement, that, with other considerations, they furnish strong inducements to strangers seeking new homes in a pleasant, healthful and quiet place.

This place is admirably situated for manufactures, and a number are already in successful operation. These embrace one manufactory of agricultural implements, one woolen mill, one soap factory, one fanning mill manufactory, and three earthen ware factories. The present business and commercial status of the town is partially

indicated by the following list: Boonville contains amongst others, fifteen lawyers, twelve physicians, one National Bank, two banking houses, five blacksmiths, ten dealers in boots and shoes, five brickmakers, six carpenters and builders, ten churches, four commission merchants, three druggists, eighteen dry goods merchants, four furniture dealers, fifteen grocers, three hotels, three jewelers, four weekly papers, viz.: the Central Missouri Advertiser, the Boonville Eagle, Boonville Democrat and the Waechteram Missouri. Besides there are milliners, music dealers, dealers in notions, photographers, piano dealers, plow manufacturers, real estate agents, tinners, stone cutters, tailors, wagon manufacturers and various other dealers, mechanics and professional men necessary to the prosperity of a young and thriving city.

COOPER COUNTY.

This is one of the finest and wealthiest counties in the State. Bordered on the north by the Missouri river, and traversed by the Lamine and Petite Saline, whose numerous affluents water every square mile of the county, it has no cause to complain for lack of springs, fountains, streams and rivers.

The county contains upwards of 800,000 acres of land, of which about 120,000 are amongst the rich alluvions of the Missouri, Lamine and the Petite Saline, or on the wide and fertile prairies that occupy a large portion of the southern half of the county. A little more than 260,000 acres are in timber, but nearly all this is excellent farming land.

The surface of the country is gently

undulating, and the admirable division between timber and prairie, with the advantage of many thousand acres of rich bottom land, makes Cooper one of the largest producing counties in Missouri. It has soil well adapted to almost every production of this latitude. Its bottom, and some of its prairie lands, make large returns of hemp, as well as of all other agricultural crops. The prairies and uplands produce abundant crops of grain and tobacco; fine pastures and meadows are every where sustaining vast herds of cattle and flocks of sheep, while fruit of the best kinds and qualities is generally abundant. A grand impulse to grape culture in Missouri, was given in this county by Wm. Haas, an intelligent and enterprising German. Some twenty years ago he demonstrated to the inhabitants of Boonville and its vicinity, that the river hills in that neighborhood could produce a wine equal, if not superior, to the best made in America. Haas' Catawba gained a continental reputation, and carried off the prizes at all our State and National Fairs. The example of Mr. Haas induced many others to go into the cultivation of the grape, and Cooper may now be put down as one of the best wine growing counties of Missouri.

The county being so well situated for the transportation to market of its surplus produce, having the Missouri river on one side, the Missouri Pacific railroad on the other, and another railroad traversing the county from north to south, it is not strange that the farmers turn much of their grain into stock—cattle, sheep, and hogs—before putting it into the market. The lead-

ing exports of the county are fat cattle sheep, hogs, horses, wheat, corn, apples, wine, and various manufactured articles.

The mineral wealth of Cooper county is enormous—almost fabulous. The late State Geologist estimated that there could not be less than 60,000,000 tons of good coal underlying the surface in this county, and since that, the grand developments made in the Stephens' Coal mines, in the south part the county, and the discovery of new beds in other parts, lead one to believe that the estimate of Prof. Swallow was far below the truth.

A number of excellent mineral springs are found in this county. The Chouteau Springs, about ten miles west of Boonville, furnish an immense quantity of water, which is highly esteemed for its alleged medicinal qualities.

Taking the county altogether it presents very superior attractions, and to that class of emigrants who are able and disposed to purchase cultivated farms with excellent soil, in a desirable locality, it offers peculiar inducements. The taxable value of property in Cooper County for 1868, was \$5,886,248.

SYRACUSE,

Returning from our little episode through Cooper county, we soon find ourselves at Syracuse, a pleasant station and town on the Missouri Pacific, 167 miles from St. Louis. This is not the Sicilian Syracuse where Archimides discovered the means of measuring specific gravity, and rushed frantically and nude from the bath, proclaiming the great truth in the exclamation "Eureka, Eureka! I have found it."

have found it." But our railroad Syracuse has, like its ancient prototype, fallen into a State of partial decadence. When the Pacific road first reached this point and stopped awhile for lack of funds, Syracuse took advantage of the circumstance to grow into a beautiful and thriving town; but as the railroad passed by on its way to Kansas City, our pleasant town was compelled to give up its position as a railroad terminus, and be content with the local trade of a fine rich neighborhood. This station is in

MORGAN COUNTY.

The surface in this county is undulating, and the land is about equally divided between timber and prairie. The Osage river with its small affluents on the south, the Gravois in the east, and the head waters of the Lamine in the north part of the county, give a good supply of running water pretty well distributed. The soil in this county, although not considered strictly first quality, may be classed as good, producing fine crops of grain and fruit.

VERSAILLES,

The county seat of Morgan county, is a small town near its center, with the usual concomitants of such a place. Corner lots are cheap enough there, now, but there is that beneath them that will make these lots high priced at no distant day in the future. The whole town and vicinity are underlaid by an immense bed of cannel coal, so pure that it can be lighted with a match.

The Osage Valley and Southern Kansas Railroad passes through Morgan county, on its way between Tipton and Warsaw, and will doubtless give a

new impetus to business affairs in Versailles. This road is now being put under contract, and will probably be completed to the Osage river within a year.

OTTERVILLE.

Returning again to the railroad. eight miles west of Syracuse we come to Otterville, a small town in the southwest corner of Cooper county. The place is surrounded by a fine farming region, and may be considered a pleasant and prosperous town.

SMITHTON

Is a small village and station on the railroad, five miles beyond Otterville, possessing the usual characteristics and concomitants of a small country town, in the midst of a rich agricultural district. Eight miles farther, and we come to

SEDALIA,

The largest town of central Missouri. The character of this young and thriving city merits a more extended notice than we have hitherto given to the towns on the line of this railroad.

Few towns in the west excel Sedalia in point of thrift. From a village of 900 inhabitants in 1864 it has grown to be a city of 8,000 in 1870. Five years ago its annual trade was hardly a half million; now it is valued at three millions and a quarter. The railroad receipts on freight amount to \$200,000 a year. There were 16,000 arrivals and 12,000 departures of passengers in 1869. Emigration though somewhat diminished is still large, and the class who come are men of means, adding to the wealth of the place. Before the completion of the South Pacific to Springfield and the Missouri river

Fort Scott and Gulf Railroad, Sedalia enjoyed a large wholesale trade with many points in the southwest which is now entirely cut off from her. But her retail trade has grown rapidly, leaving the aggregate amount of business done as great as before the opening of these roads.

SALES OF MERCHANDISE.

The aggregate sales of eighteen firms, for the year ending April 30th, 1870, amounted to a little more than one million of dollars. A classification of the different houses may be given as follows: 5 wholesale dry goods; 20 retail dry goods; 8 wholesale grocery; 25 retail grocery; 4 agricultural implement; 8 boot and shoe; 4 carriage; 6 clothing; 4 drug; 5 hardware; 5 lumber; 4 saddlery; 4 stoves and tinware; 2 flour mills; 1 foundry; 2 banks. The annual value of the leading trades is dry goods \$600,000; groceries \$550,000; hardware \$250,000; lumber \$250,000; agricultural implements \$300,000; drugs \$95,000; boots and shoes \$125,000; saddlery \$75,000.

Sedalia derives considerable importance from the fact of its being quite a railroad center, and although some of these roads only exist now on paper, yet there is a fair prospect that most of them will soon be constructed. Being at the dividing point between the eastern and western divisions of the Missouri Pacific, gives to the place no little advantage. Having too, amongst her hotels, one of the best in Missouri, (the Ives House) visitors are always willing to tarry long enough to look well about them before hurrying away.

The Lexington and St. Louis railroad, running from Sedalia to Lexing-

ton, is now approaching completion, and in a few months the cars will be running across the Missouri river at Lexington, and thence on by Richmond to St. Joseph. The line of this road passes through

LAFAYETTE COUNTY,

Which has always been considered the garden spot of Missouri. The face of the country is undulating, except near the river, where it becomes rough and hilly. The soil in this county is of the best quality, producing large crops of hemp, tobacco and different kinds of grain. No country can be more beautiful than the rich prairies of Lafayette, skirted and intersected here and there with belts of timber, the latter always indicating the course of the streams. The traveler falls into the illusion that he is journeying through some old and highly cultivated country, with its meadows, pastures, wheat fields, groves and parks, and herds feeding upon the rich grasses, or seeking the cool and shaded streams. If the traveler wishes to find samples of what is most rich and beautiful in Missouri, let him journey through Saline, Lafayette, and Jackson counties in the late spring or early summer months, and he shall see such an amazing wealth of verdure, and such a promise of glorious harvest as will fill his soul with admiration.

Lafayette has until lately ranked as the second county in Missouri for wealth, but the rapid growth of St. Joseph and Kansas City has left her to take a lower rank. The assessment for 1870 gave to Lafayette county taxable property amounting to \$8,240,483.

LEXINGTON,

The county seat of this county, is

one of the oldest, and, formerly, most prosperous towns in Western Missouri. Like some other towns on the Missouri river, it suffered for the want of railroad connection with the commercial center of the State. This difficulty is now being obviated, and, with the healthy situation of the city, the wealth of its leading inhabitants, and the immensely fruitful country with which it is surrounded, Lexington will soon recover her former prestige, and become one of the fairest and most prosperous young cities in the West. Newspapers, "Register" and "Caucasian."

TEBO AND NEOSHÖ RAILROAD.

Returning to Sedalia, which we spoke of as a railroad center, we find the Tebo and Neoshö road, or what may now be called the Sedalia and Fort Scott railroad, exciting much interest amongst the citizens of Sedalia. This road is intended to run from West Quincy via Boonville and Sedalia, to Fort Scott. That portion of the line between Sedalia and Boonville is already under contract, and steps have been taken to secure the early erection of a railroad bridge across the Missouri at Boonville. South-west of Sedalia the road is already completed, and in running order more than fifty miles on its way towards the Kansas border.

Another railroad in which Sedalia feels much interest, is one projected and surveyed south from that point to Springfield, crossing the Osage at or near Warsaw.

The newspapers of Sedalia, are the "Bazoo," (daily and weekly,) the "Democrat," and the "Times," each weekly. This city is in

PETTIS COUNTY,

The land in which furnishes one of the finest farming districts in Missouri. The surface is mostly prairie, with belts of timber along the streams, thus making a fair proportion of timber and prairie. Large and never failing springs of good water are frequent, and streams of both fresh and salt water meander through different parts of the county. The building of the Missouri Pacific Railroad has added largely to the value of property in this county, greatly increasing the number of its farmers, mechanics, professional and business men. The taxable value of property in Pettis at the assessment of 1870, was \$6,404,106.

DRESDEN.

Seven miles west of Sedalia, and 195 miles from St. Louis, we come to the pleasant town of Dresden, containing about one thousand inhabitants. This is an enterprising and flourishing town, doing a lucrative business with the people of the rich agricultural district by which it is surrounded.

Coal, in large quantities, is found in the immediate vicinity of Dresden.

KNOB NOSTER.

Twelve miles west of Dresden and 207 miles from St. Louis we come to the pleasant town of Knob Noster, so called from a green mound in the prairie, which commands a view of the country for many miles around. The place contains nearly two thousand inhabitants. It was nearly destroyed by fire about twelve years ago, but has been rebuilt in good style, and the town has now a very pleasant and flourishing, as well as substantial appearance. Knob Noster is in Johnson county, and ten miles beyond it, we come to

WARRENSBURG,

The seat of justice for this county. This town was first settled in 1835 and is therefore 85 years old. For the first 30 years of its existence it was but a small place, having no trade but that of supplying the farmers in the vicinity and doing scarcely any exporting, as most of the produce raised in the country was hauled to the Missouri river (86 miles being the nearest point) for shipment.

Since the completion of the Railroad a new era has dawned upon Warrensburg and upon Johnson county; a new town six times the size of the old has been built about half a mile from the original site and is now doing a large and lucrative business.

Not only has the town increased and prospered through the agency of the Railroad, but the whole county has increased in population some 300 per cent.

Probably no county in the State is better suited to the raising of grain than Johnson county, and a knowledge of the large quantities shipped from Warrensburg alone is sufficient to convince the most incredulous on this point.

During 1869, more than 300 mowers and reapers were sold in this county. Near the depot and directly on the R. R. is a large grain elevator capable of holding 40,000 bushels of grain.

Warrensburg stands in the front rank in educational interests and has an excellent public school system. The principal building used for a school is a large and elegant one capable of accommodating several hundred pupils, besides, there are several other

buildings used as school houses. Population 4000. Distance from St. Louis 217 miles, from Kansas City 64 miles.

Two weekly papers, the "Warrensburg Journal" and the "Warrensburg Standard," are published at this place.

JOHNSON COUNTY,

Has much the largest portion of its territory in prairie. The county is well watered by Clear-fork Creek, and the different branches and small streams forming the Blackwater. The Saline springs in this county are highly prized by stock-growers.

A very large proportion of the soil is rich and well adapted to agriculture, producing a large yield of all kinds of grain, grasses, fruits and vegetables. Stock growing is a very large interest amongst the farmers here, and when the resources of the county are fully developed, it will be one of the richest districts in Missouri.

Taxable wealth in 1870, \$7,880,589.

Fourteen miles west of Warrensburg we come to

HOLDEN.

Which, like Jonah's gourd, seems to have grown up in the night; but unlike that strange plant, is likely to have a long and prosperous life. In 1866, Holden was a little hamlet of twenty or thirty people, and it now has an estimated population of 2,500, and is as busy and enterprising a human bee hive as can be found this side of Sundown. A few miles farther and we pass the little village of

KINGSVILLE.

A pleasant and flourishing station on the railroad 236 miles from St. Louis. Twelve miles west of this we come to

PLEASANT HILL.

Few towns in Missouri can boast of such rapid and substantial growth as this. It was nothing prior to 1863, now it is a city of four thousand inhabitants, with Mayor and council, macadamized streets, large business blocks, banks, metropolitan in its way; a keen, energetic, prosperous and whole-souled community of business men. "Pleasant Hill" is in all respects rightly named. Here people follow business and enjoy it; high toned and hospitable always, they have around them the richest acres and the finest scenery that the State can boast of, and as if inspired with thankfulness for this, they have planted churches and schools, and are as liberal and charitable as they are enterprising and successful.

The annual trade of Pleasant Hill is valued at about \$2,500,000. The principal branches of trade and number of firms engaged in each are as follows: Agricultural implements, 8; Banks, 2; Boots and Shoes, 2; Clothing, 2; Drug, 2; Dry Goods, 10; Forwarding and Commission, 2; Furniture, 8; Grocers, 8; Hardware, 8; Lumber, 4; Flouring Mills, 2; Saddlery, 2; Stoves and Tinware, 5.

The amount of annual sales in each leading branch of trade will aggregate as follows:

| | |
|------------------------------|-----------|
| Dry Goods..... | \$650,000 |
| Groceries..... | 425,000 |
| Agricultural Implements..... | 225,000 |
| Lumber..... | 450,000 |
| Clothing..... | 100,000 |
| Flour..... | 280,000 |

The dry goods trade shows a very large footing considering the few houses

engaged in it. The five firms who do both a wholesale and retail business average \$100,000 each, in the amount of their yearly sales. The wholesale trade extends to Bates, Cass, Johnson and Jackson counties, and is increasing largely, while the retail trade, owing to the rapid growth of the town and surrounding country, is doubling and redoubling itself every year.

The sale of Agricultural Implements is very large, and almost doubled the past year. The fine farms which have been bought up rapidly at from \$25 to \$50 per acre have created a demand for improved machinery, and will, in all probability, continue to make this one of the most important trades of the town.

The lumber trade has sprung up in Pleasant Hill during the past two or three years, and is now valued at \$450,000. Large quantities are received here and distributed to the Southwest, beside what is consumed in the numerous building enterprises in town. As high as one hundred cars of lumber have been received at the station in one month, the freights on which footed up \$6,000.

The present and prospective railroads of Pleasant Hill are not to be lost sight of in a sketch of the business interests of the town. In point of importance it is the fourth station on the Pacific railroad. The yearly receipts are from \$150,000 to \$180,000.

In discussing the railroad projects of Pleasant Hill, there are two that are likely to be built—one from Pleasant Hill to Lawrence, and the other to Lexington. The first is the most important, and will form a cut-off by

which the great thoroughfare between St. Louis and Denver will be shortened some thirty miles. The Missouri Pacific company have decided to make this a scheme of their own. It is a wise move. The road will then have direct access to the three foremost cities of Kansas: Leavenworth, Lawrence and Atchison, besides tapping the Kansas Pacific at a point so far back that it will effectually shut out competition from other roads, and make essentially one trunk line from St. Louis to Denver, over which the freight and travel will flow.

Pleasant Hill and the neighboring country support two good weekly papers, the "Union" and the "Leader."

CASS COUNTY.

Pleasant Hill is situated in the northeast part of Cass county. This county borders upon Kansas on the west, and the time was when bloody feuds existed between the people of Cass and their neighbors, just across the line in Kansas. During the late civil war this county suffered severely, but the old wounds are rapidly healing under the influence of peace, and the mutual advantage resulting from good neighborhood. As you pass along upon the imaginary line between Missouri and Kansas, the green meadows and golden wheat fields, and waving forests, and flowing streams, mingle with each other on the boundary, and the two sister States seem entwined in a loving embrace.

A large portion of this county is in prairie, but there is sufficient woodland to afford timber and fuel. The soil is of excellent quality, yielding abundant crops of grass, and the different kinds

of grain. Stock raising is also becoming a large interest among Cass county farmers.

Harrisonville, the seat of justice, is a small town near the center of the county. The taxable value or property in Cass county in 1870, was \$8,851,786.

LEE'S SUMMIT.

Eleven miles west of Pleasant Hill, and 259 miles from St. Louis, is the small, but thriving town of Lee's Summit. This place is in the southern portion of Jackson county.

INDEPENDENCE.

This place was first settled in the year 1827 or 1828, and from the first was an outfitting point for trains in the New Mexican and Indian trade.

Of late years this trade has all gone to more western towns, and Independence is left with only her local trade. No more are her streets thronged with dusky Indians and swarthy Mexicans as was the case twenty years ago, and the sight of a six mule team, or prairie schooner, as the large white covered wagons were called, would be a strange sight there to-day.

From a busy, bustling frontier town, Independence has settled down into a quiet pleasant place, with a fair local trade which will not increase much in the next few years. It is the county seat of Jackson county, one of the western-tier counties in the State; it is 272 miles from St. Louis, and 9 miles from Kansas City.

One disadvantage Independence has to contend with, is in being at least half a mile from the railroad, and completely out of sight from it.

The town is well laid out, well built

and contains a good many excellent buildings as well as several very fine churches. Population about 3,500.

Independence has two weekly papers, the "Democrat" and the "Sentinel", and the town is noted for its pleasant, refined and hospitable society, as well as for its general health, and the moderate wealth of many of its citizens.

JACKSON COUNTY.

This is another of the western border counties of Missouri, bounded on the north by the Missouri river, and on the west by Kansas. It has an undulating surface with a desirable distribution of prairie and timber. It is underlaid with good limestone for building purposes, and well watered by the Big Blue, Little Blue, Big Sinabar, and their various tributaries.

This is one of the older counties of Missouri, having been organized in 1827. The soil of the county is proverbially excellent, yielding large crops of hemp, corn, wheat and other agricultural products belonging to this latitude. Although greatly injured during the war, Jackson county has increased about as rapidly as any section of the state. The taxable value of its property in 1870 was \$15,986,269.

KANSAS CITY.

Nine miles from Independence and we come to the Queen City of the Missouri Valley. The rapid growth and substantial prosperity of this young city, is almost marvelous. Just before the late civil war, it had begun to assert its pre-eminence over other towns in Missouri and adjoining States. The war not only checked its growth, but *seemed likely to extinguish the town itself.* But the young city had the

right kind of material in her population, and difficulties and obstacles seemed only to inspire their ambition.

In 1838 the town was first surveyed but owing to some misunderstanding between the parties interested, nothing further was done than the erection of a few cabins.

In 1846 the town was resurveyed and the actual growth of the city dates from that time.

The town site contained 256 acres then, and in 1848 had a population of 700 people.

In 1851 the first newspaper was started called the "Kansas Ledger," but after running about one year, sold out and the press was removed to Independence. The city now supports five dailies, namely the "Times," a morning democratic sheet; the "Bulletin," an evening paper, independent; the "Journal," a morning paper, radical in politics and the oldest in the town, established in October, 1858; the "Evening News," an evening paper as its title indicates, and the "Post," a german paper, the organ of the radical Germans in this section. To these papers the prosperity of Kansas city is much indebted.

Kansas City is a rare exception to rapidly growing Western towns, in this respect—it has grown up solid. Its merchants have built substantial structures, as if they believed that the city had a destiny, and that it was to have permanent and enlarged prosperity. We find here brick blocks of the best material and the highest order of architecture. It is not a cheap city, thrown together by a cautious class that feel their way carefully even where the

road is straight; but a metropolis of resolute, progressive men who are never "waiting for something to turn up" but go straight to work and "turn up" commercial strength and character by shrewd and sustained enterprise.

RAILROADS.

The railway system of Kansas City has much to do in gaining capitalists to settle here. Her wholesale trade and manufactures have sprung up from the fact of her central location and excellent facilities for transportation. There are six completed railroads terminating here, as follows:

The Missouri Pacific, the North Missouri, the Hannibal and St. Joseph, the Missouri Valley, the Kansas Pacific, the Missouri River, and the Fort Scott and Gulf railroads.

The total length of the completed railways terminating at Kansas City is 2,035 miles. Add to this ten thousand miles of river navigation, and the secret of the commercial prosperity of Kansas City is easily figured out, and her future rank as a grand distributing center assured.

The revenue paid by Kansas City to the Government for the year ending May 14, 1870, was \$151,288.68, an increase of 50 per cent over the previous year.

The population of this city was on the 1st of May, 1869, 33,071 souls. The city is situated at the confluence of the Kansas and Missouri rivers on a high plateau of ground and its increasing trade and population will soon demand an extension of its limits.

Kansas City has the honor of building the first bridge across the Missouri, which was completed in June, 1869, and

formally opened July 8d, the same year.

This city has a population of live men, who stand ready to seize every advantage which nature holds out, and seem determined to work out, not only fortune for themselves, but a good destiny for their chosen city. Its spacious and well kept hotels, its splendid Opera House—superior to anything of the kind west of the Mississippi—its fine churches, school houses and colleges, its long rows of substantial and handsomely constructed business houses, its elegant private mansions scattered through the suburbs and along the broad avenues, all tell the story of her present prosperity and future greatness, and crown her the Queen City of the Missouri Valley.

PROSPECTS OF THE MISSOURI PACIFIC.

A mile or two beyond Kansas City, and we come to the State Line, the western terminus of the Missouri Pacific Railroad according to its charter. But its actual terminus is at Atchison, Kansas, to which point its express trains make daily trips. The grand future of this great thoroughfare is already well assured. In the early stages of its construction, ten, fifteen and twenty years ago, the Missouri Pacific, struggled against obstacles and discouragements of the gravest character. State aid was doled out with a sparing hand, and much money was lost by inexperience in the practical work of building railroads; so that this one crawled along at a snail's pace. Each year it would make a few miles advance, and then wait to see what the Legislature might do to help it on. A little village would grow up amongst the picks,

spades and wheelbarrows at the temporary terminus, and this little village would have dreams of future greatness as a grand railroad center, which dreams would be dissipated by the next issue of State bonds. But all things have an end, and so did the days of delay and discouragement to the Missouri Pacific Railroad. When it reached Kansas City, there was very properly a day of rejoicing for St. Louis and the whole State of Missouri.

Already this road is doing an immense business in the transportation of passengers and freight; greater perhaps than any road of its length in the West. Its business is constantly on the increase too. Every few months a new

feeder, like the Boonville or the Lexington Branch, the Tebo and Neosho, or the Fort Scott road comes in to swell the amount of its passenger and freight receipts.

Better than this, its own legitimate field, the counties through which the road passes between St. Louis and Kansas City, have now a taxable value of nearly \$800,000,000. The wealth and population of these counties are constantly and rapidly increasing, and this increase tells directly upon the receipts of the road, and the market value of its stock. A few years will probably render necessary, a double track over the whole length of the road.

ESTABLISHED 1838.

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IRON, IN GENERAL ASSORTMENT,
ROUNDS, SQUARES, OVALS, FLATS, PLATES,
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A LARGE STOCK OF THE BEST BRANDS OF

Cast Tool, Machinery, Cast Spring, Cast and
German Plow & Spring, German Lay & Blister

STEEL,

Also, a full line of carefully selected

WAGON & PLOW WOOD WORK,

COIL 3-16 to 3-4 **CHAINS,**
in. diameter,

BURDEN'S HORSE AND MULE SHOES, all sizes,

NORTHWESTERN HORSE NAILS,

PATENT TOE-CALKS,

AXLES,

HALF, PATENT & COMMON,

Springs, Common and Warranted,

ANVILS,

Solid-box Vises, **The St. Louis Bellows,** Sledges, Hand and
Shoeing Hammers, Stocks and Dies, Files, Rasps, Carriage and
Plow Bolts, best and common, together with a general as-
sortment of Wagon Makers and Blacksmith Merchandise.

 **Prompt and Careful Attention to Orders by Mail.** 

Our Rule: Prices low down—close to cost—to cash and prompt pay-
ing buyers. We leave no margin for bad debts.

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Occupying the entire block from Olive to Locust, fronting on Fourth Street—is only one block from the Post Office, Mercantile Library Hall, Ben. DeBar's Opera House and the Court House, and convenient to the principal retail and wholesale business houses of the city. Street cars pass the house each five minutes during the day, connecting with different lines for all parts of the city.

Having recently changed hands, the new proprietors will make it a specialty to please their guests, supplying the table with the best the market affords.

WILSON & PINGREE.

A Railroad and Steamboat Ticket Office connected with the House. Baggage checked from the door to all parts of the United States and the Canadas.

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KANSAS CITY

Fast Freight Lines.

Contracting Freight Office,
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SHERIDAN,

DENVER,

FORT SCOTT, COUNCIL BLUFFS, OMAHA, SIOUX CITY,
SAN FRANCISCO, SACRAMENTO,

DES MOINES, OTTUMWA and all points on the Hannibal & St. Joseph, Des Moines Valley
and Burlington & Missouri River, Ft. Scott & Gulf, Kansas Pacific, UNION and
CENTRAL PACIFIC Railroads, and connecting Roads.

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This is the Short Line to all points West and North, and is the only line West from St. Louis running Pullman's Palace Cars through to

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General Passenger and Ticket Agent, St. Louis.

S. H. KNIGHT,

General Superintendent.

ROUTE NO. 1.

(CONTINUED.)

FROM ST. LOUIS TO SAN FRANCISCO.

THE NORTH MISSOURI RAILROAD.

ITS BRANCHES, CONNECTIONS AND EXTENSIONS.

This road extends from St. Louis to Kansas City, on the west, and to Ottumwa, Iowa, on the north. It operates in three divisions, as follows:

Eastern Division (St. Louis to Moberly Junction).....145 miles.

Western Division (Moberly Junction to Kansas City).....127 miles.

Northern Division (Moberly Junction to Ottumwa)..... 132 miles.

At Centralia, one hundred and twenty-one miles north of St. Louis, is the junction of the Boone County and Jefferson City railroad, extending to Columbia, 22 miles. It is operated by this company. At Lexington Junction, on the Western Division, the St. Louis and St. Joseph railroad branches off, making the whole number of miles under the management of this company 426. The Eastern Division passes through the counties of St. Louis, St. Charles, Warren, Montgomery, and Audrain. There are one mail, two express, and three regular freight trains,

daily, each way, over this division of the road.

The Western Division passes through the counties of Randolph, Chariton, Carroll, Ray, and Clay.

The Northern Division passes through the counties of Macon, Adair, and Schuyler, Missouri; and Davis, Iowa. The stations are Cairo, Jacksonville, Macon, Atlanta, LaPlata, Kirksville, Sublette Greentop, Glenwood, Queen City, Coatesville, Moulton, West Grove, Bloomfield, and Ottumwa.

The stations on the Boone County and Jefferson City railroad, more familiarly known as the Columbia Branch, are Stephens, Hickman, and Columbia.

Although the Western Division of this road is the one directly connected with the great thoroughfare to the Pacific via the Kansas Pacific and Denver Pacific to Cheyenne; it will still be proper to describe the other Divisions, while this road is under consideration.

STATIONS AND DISTANCES.

WESTERN DIVISION.

| | |
|---------------------------------|-----|
|St. Louis—Biddle St.... | 146 |
| 10Ferguson..... | 135 |
| 19Brotherton..... | 126 |
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THE NORTH MISSOURI R. R.,

Extends from St. Louis to Kansas, City on the west, and to Ottumwa Iowa, on the north, traversing an area of country of some 20,000 square miles in extent, remarkably fertile, and with scarcely a waste acre of land in the tributary country. Leaving the depot you will notice nearly a score of

MANUFACTORIES,

Of iron and lumber, in their different departments, grain elevators, beef and pork packing establishments, and to the right on Bissell's Point the very extensive

NEW WATER WORKS,

Which have just been erected at a cost of \$4,000,000, including the settling reservoirs, main pipes, &c., &c., Passing through a remarkably fertile tract of

bottom land, four miles from the depot, we reach,

BELLEFONTAINE,

Scarcely outside the limits; and so intimately connected by rail-road and street cars, as to be deemed part of the city. Just above the village, is

BELLEFONTAINE CEMETERY.

This is to St. Louis, what Greenwood, Laurel Hill and Auburn are to the Atlantic cities; and its commanding position, natural beauty, and the artistic manner in which the grounds have been improved, render it one of the most beautiful spots about the city. This and the

ROMAN CATHOLIC CEMETERY,

Adjoining, are both richly wooded, beautifully diversified and ornamented grounds, and well adapted for the sacred purposes to which they have been consecrated.

Beautiful Bellefontaine, rest in peace: neither the garish light of the noon-day sun nor the thunder of a thousand rushing trains can wake thy dreamless sleepers.

JENNINGS,

Six miles from the city has a beautiful location, and with proper management should be built up a pleasant and prosperous suburban village.

The land is fertile, the country diversified and admirably adapted for mansions or cottages vineyards or gardens.

FERGUSON,

Nine miles from the city, possesses about the same advantages as Jennings. Fine building sites, excellent ground for gardening or fruit-growing. The beautiful groves upon the summit are a frequent resort for pleasure parties and

pic-nics, during the season. Graham's, eleven and a half miles; Bridgeton thirteen and a half miles; and Bonfils seventeen miles from St. Louis, all offer good advantages to business men who prefer to reside in the country; and for parties who wish to engage in fancy farming, there are few places so convenient and so well adapted to the business.

ST. CHARLES,

Twenty miles from St. Louis, is the county seat of the county of the same name, and one of the oldest cities in the State. The first settlement made in St. Charles county—which at that time embraced all the country in the State between the Mississippi and the Missouri—was at "Village Du Cote," now St. Charles, in 1762—two years before St. Louis was founded by Laclède. The city has a high commanding healthy position. It is upon the first point of firm, elevated land, above the mouth of the Missouri River, and has a substantial rocky landing. This is now, the principal crossing place of the Missouri River for trade and travel between St. Louis and the northern and northeastern parts of the State. Hence the wisdom shown by the Railroad Company, in erecting here an IRON BRIDGE, of the most substantial and enduring character, which shall serve for railroad trains, for teams and for foot passengers, and at such an elevation as not to interfere with the free navigation of the river.

TWO NEWSPAPERS.

The "Cosmos and Sentinel" and the "Demokrat" are well sustained; here are ten Churches, an academy, seminary, public schools, all classes of

business houses and several manufacturing houses.

ST. CHARLES COUNTY,

Formerly embraced all the country northward to the State line and west to the Missouri, but has been reduced to its present limits by the formation of new counties, in this part of the State. Many important events in the early settlement of the State are intimately connected with the history of this county.

THE SOIL

Varies from the most fertile of alluvial formations, forming the tongue between the two rivers, and the wide bottoms of each, to the thin gravelly ridges which here and there rise in hills of moderate elevation. Crops of all kinds are very large, and few counties possess a greater variety of soil, and farming and fruit-growing are both remunerative, while the wide expanse of prairie grass and meadows render it a very favorable location for stock-growing. Taxable Property in 1870 \$6,618, 971.

DARDENNE,

Twenty-nine miles from St. Louis, is a small town, containing four stores, a hotel, a steam saw mill, and some valuable quarries. Fruit does well in the vicinity, and considerable attention is paid to it. There are excellent farms. Wheat and corn are the principal staples. Stock-raising is carried on to a considerable extent.

O'FALLON,

Thirty-three miles from St. Louis, is a small town, first settled in 1857. It has two dry goods and a grocery store, a hotel, boarding house, steam flour

mill, brick yard, broom factory, depot and stock yard, post office, and express offices. Farmers do well here, and there is a good chance for all kinds of manufacturers.

PERRUQUE,

Thirty-seven miles from St. Louis, is a station convenient for the farmers through the township. No town has yet been built up. There is a dry goods and grocery store at the depot. Here is an excellent opportunity for a party of settlers to come in and colonize the town. Lands sell low, and are of good quality. The same may be said of Gilmore, a station three miles further west.

WENTZVILLE,

Forty-three miles from the city is a comparatively new town, and has a population of about 600, a church, academy, masonic hall, &c. of brick, a large steam saw and grist mill, carding machine, three hotels, and a good representation of various business houses. The St. Louis and Keokuk railroad, now building, forms a junction here with the North Missouri. The "Wentzville News" says Mr. Grier, of that place, planted ten acres with Irish potatoes and realized one thousand bushels from the whole piece. These Mr. G. is selling at one dollar per bushel, which, after all losses and expenses, will net him fifty dollars per acre.

WARRENTON,

Fifty-eight miles from St. Louis, has a population of about 900, three churches, three hotels, a flour mill, tobacco factory, brewery, brick-yards, lime-kilns, saw mill, and all the concomitants of a thrifty business town; including the "Warrenton Banner," a

weekly paper. The town is about three-fourths of a mile from the depot.

WARREN COUNTY,

Has an area of about 250 square miles, a population of 10,000, and a tax valuation, according to the returns of 1870, of \$1,749,670. The face of the country is undulating—about one-fourth prairie, and the remainder timber land—the latter embracing the same varieties as those named in the description of St. Charles county, which joins it on the east. The soil is generally fertile, and yields good crops of wheat, barley, corn, oats, sorghum, tobacco, potatoes, hemp, flax, clover, grasses, and all kinds of fruit. The county is well watered with clear, cold springs and streams. An abundance of excellent limestone, and some indications of lead. Stock growing would prove remunerative. Woollen manufactories and tan yards are wanted. The town of Augusta offers superior inducements for the location of a woollen factory.

The Missouri river on one side and the North Missouri railroad through the county, good land at fair rates, so near to the best of markets, are inducements not to be overlooked. This is a great wheat growing county, and tobacco does well. Fruit raising is profitable. The county is well watered. The towns are Holstein, Marthasville, Loutre Island, Hopeville, Brant's Rock Springs, Pitzer's Landing, Pinckney, Wright City, Warrenton, and Pendleton. The last three are railroad towns.

WRIGHT CITY,

Fifty-two miles from St. Louis, has a population of 250, a Methodist church,

a school, two hotels, two dry goods stores, a wagon and two blacksmith shops; two tobacco factories, a lumber yard, a cooper shop, a brick-maker, a Masonic lodge, &c., &c., and a daily line of hacks to Troy, the county seat of Lincoln, eleven miles distant.]

PENDLETON,

Sixty-three miles from St. Louis, is a thrifty new business centre, giving promise of rapid growth, surrounded by a good farming country.

JONESBURG,

Sixty-eight miles from St. Louis, is in the extreme south-eastern corner of Montgomery county, and contains a steam saw mill, several stores and handsome residences. Four miles farther brings you to

HIGH HILL,

Which, as its name indicates, is upon an elevated plateau. This new town has 100 population, a church, academy, five stores, an agricultural depot, a wagon shop, blacksmith, carpenter, harness, and shoe shop, &c. The total business of the stores and shops, for 1868, was \$90,650.50. This includes the business of one firm whose actual sales at the counter were \$25,000, and in hay and produce \$26,000, in the nine months that they had done business in town.

NEW FLORENCE,

Seventy-six miles from St. Louis is a thrifty new town, of nearly 500 population, supporting two churches, two good hotels, two wagon shops, a flourishing high school and academy, and numerous stores and business houses. There is a twenty-acre fair-ground and amphitheatre; and a wide-awake people.

connecting with Danville, the county seat, by a daily stage.

MONTGOMERY CITY,

Eighty-two miles from St. Louis, has a population of 900, and increasing. The place is well located on high ground, and has one of the best hotels in the State, the property of the railroad company. Trains stop here for meals. The town has Baptist, Presbyterian and Methodist churches, an academy, an Agricultural and Mechanical Association, an Emigration Society, two woolen mills, a steam saw and grist mill, agricultural warehouse, Masonic hall, a plow factory, brewery, a hay press that shipped 600 tons last season, five dry goods stores, two drug stores, two hardware stores, two wagon factories, three good hotels. Most of the professions and trades are represented. The city is growing fast; the location is fine. Land in the neighborhood is from \$10 to \$30 per acre; building lots \$50 to \$300. The value of the buildings in 1867 was \$100,000; \$250,000 worth of goods were sold last year. The value of property in the county, as returned by the assessor, for 1870, was \$3,164,509. The amount spent on buildings and improvements last year was \$58,000.

MONTGOMERY COUNTY.

The northern portion of the county is level prairie—the southern broken timber land. Cannel coal has been found in considerable quantities near Danville, and bituminous coal, near Wellsville, is very abundant. The whole county is underlaid with coal. *There are fine springs, good building stone, clay for bricks, etc.* That part

bordering on the Missouri river is heavily timbered. The county is unsurpassed for wheat, tobacco and fruit. Grapes do well; corn, hemp, rye, oats, potatoes, timothy and clover are produced abundantly. The country is from three to five hundred feet above the valley of the Missouri, the climate dry and healthy, and the people moral and industrious. There are 8 towns. Montgomery, Jonesburg, Florence, High Hill, Wellsville, Danville, Middleton. Jonesburg, High Hill, Florence, Montgomery, and Wellsville, are railroad towns.

Good lands, in all quantities, from a village lot to a mile square, can be purchased at the value of one crop per acre.

WELLSVILLE,

Eighty-nine miles from St. Louis, is a prosperous town, with two churches, three schools, six dry-goods stores, two hotels, two lumber yards, a steam mill, brick yard, and various business houses. Five miles distant we pass Martinsburg, a neat new town of 200 inhabitants, thence fourteen miles brings us to

MEXICO,

The county-town of Audrain county—108 miles from St. Louis. It was incorporated as a city in 1859. The present population is 4,000, a gain of 1,000 since 1866. One hundred new buildings were erected last year. New streets are being laid out, and many new blocks and dwellings are in course of construction. A three-story brick hotel, costing \$40,000, was lately erected, also a court house, costing \$42,000, and a flouring mill, costing \$12,000. The town contains seven churches, a

large public school, a female seminary, and eight private schools; three hotels, three boarding houses, three saw and grist mills, four lumber yards, three brick yards, one foundry, one woolen mill, one tobacco factory, two marble works, three harness shops, two agricultural implement stores, four blacksmith shops, twelve dry goods stores, eight grocery stores, four drug stores, two hardware and queensware stores, two furniture stores, two jewelry stores, two bakeries, three wagon-makers, and other classes of business in proportion. There are two spirited local papers, the "Messenger" and "Ledger". The city has a private banking house, two public halls, a Masonic and Good Templars' Lodge. Two daily lines of stages run to Paris and Fulton.

AUDRAIN COUNTY,

Is a valuable body of land for farming purposes. The face of the country is generally and undulating prairie, interspersed with timber—about three-fourths being prairie. Being on the high lands, or "divide," between the Mississippi and Missouri, the climate is healthy, and the numerous streams, running north, south and east, furnish a good supply of water. The soil is well adapted to the growth of all kinds of grain, grasses, fruit and vegetables, and farmers will find excellent land, favorably located, at low prices, and a good demand for all kinds of produce. Not more than one-fourth of the county is in cultivation; lead and limestone are found abundant. The assessed valuation of property in 1870 \$5,081,487. The Louisiana and Missouri River railroad, now being built, is expected to be finished to Mexico within

the present year. What is known as the South Branch railroad, running from Mexico through Callaway county via Fulton to Jefferson City, is now being located. The business in freights forwarded from Mexico station for the year 1868 amounted to \$30,112. Fourteen miles beyond Mexico, we reach

CENTRALIA,

In the northeastern corner of Boone County. This town is rising, phoenix-like from the ashes of the war, and has now a population of some 400. This is the junction of the Boone County and Jefferson City R. R., with the North Missouri, now completed to

COLUMBIA,

The shire-town of Boone county, and appropriately called "The Athens of Missouri," owing to its superior educational advantages. The State University, the State Agricultural College, the Baptist College, and the Christian college, each with liberal endowments, competent teachers, and commodious buildings situated in beautiful grounds, are located here. The distance from Centralia to Columbia is 22 miles. Three handsome turnpike roads leading from Columbia, one to Rocheport, one towards Fulton, and one towards Jefferson City to Claysville, have been completed, at an expense of \$500,000. The citizens of Columbia and Missouri township have also voted the sum of \$150,000 towards the extension of the Boone County railroad to Rocheport, the road thence to be continued to Booneville, Arrow Rock, Marshall, Lexington, and Kansas City.

BOONE COUNTY

Presents a variety of surface. The northern portion of the county is gen-

erally undulating—the southern portion principally broken. About three-fourths of the county is timber land, affording an abundant supply for all practical purposes. The soil, much of it, is of the bluff formation, and, from an analysis made by Dr. Litton for the State Geological Survey, this is shown to be “the very best soil for wheat and rye in the State,” and well adapted to corn, tobacco, oats and grasses.” In many portions of the county the soil is peculiarly adapted to fruit culture. This county offers the immigrant a good variety of soil, an abundance of timber, inexhaustable beds of coal, excellent schools and good openings for any kind of business. The “Missouri Statesman” published at Columbia, is one of the oldest, best conducted and most influential country papers in Missouri.

The county had a population in 1869 of 25,953, and a tax valuation in 1870 of \$6,354,168

STURGEON,

In the Northern edge of the county is 120 miles from St. Louis, has 500 population, three churches, a public hall, one newspaper, Masonic and Good Templar's Lodges and a good supply of business houses. This is the centre of a high, level, fertile prairie country. A hotel, flour mill and woolen mill are wanted. Ten miles further bring us to

RENICK,

A thrifty new town and business centre for a thickly settled, fertile farming region. The town has about 300 population, with the usual variety of business houses.

MOBERLY,

One hundred and forty-five miles from St. Louis, is the junction of the west branch leading direct to Kansas City, 179 miles distant, with the main line, leading to Ottumwa, Iowa, 132 miles distant. We shall first give the Western Division. Moberly was laid out in 1866, and the postoffice named “Allen, by” which it is still known.

The town is growing rapidly and promises to become an important business centre.

HUNTSVILLE,

With a population of 2,500, four churches, a college, two schools, a library association, a newspaper—“Randolph Citizen,” and a good representation of all classes of business houses and professions. This is the county seat of

RANDOLPH COUNTY,

The general appearance of which is level or gently undulating—about one-fifth prairie, with timber abundant and convenient in most parts of the county. Limestone, clay for bricks and building materials are abundant. The soil is generally fertile, and well adapted to farming purposes. The east fork of the Chariton river runs through the county, nearly to the center, its course being west of south, and affords some valuable mill sites. The county is well watered. The chief staples are corn, wheat, tobacco, and grass, though considerable attention is being devoted to stock-raising. Coal and building stone are abundant. The county offers inducements to immigrants, which nearly 1,000, principally from Pennsylvania and Ohio, have tak-

on the advantage of, during the past year.

When the railroad from Moberly eastward to Hannibal is completed, this county, like Macon, on its northern boundary, will have two railroads through its center, north and south, east and west, which facilities should greatly appreciate the value of real estate, and increase the population. The assessed valuation of property for 1870 is \$3,269,490.

CLIFTON,

One hundred and fifty-nine miles from St. Louis, and one hundred and thirteen from Kansas City, was settled in 1866, and now has a population of 500. The town is now building up rapidly. It has a church, school, large hotel, fine depot, telegraph and express offices, two dry goods stores, a boot and shoe store, carriage factory, blacksmith shop, wagon shop, and stock yards.

Seven miles through a handsome, fertile country, bring us to

SALISBURY,

Which is 166 miles from St. Louis, and 106 from Kansas City—a thrifty new town of 500 inhabitants. A large hotel and several handsome stores and private residences have been put up. The town is well located on high ground, and has five dry goods stores, an agricultural store, a drug store, lumber yard, groceries, &c. There are two lawyers, two doctors, two real estate agents, and a weekly newspaper: \$3,000 was raised for a Fair last fall. An eight-foot vein of coal, free from sulphur, has been found convenient to the town.

KEYTESVILLE,

The shire-town of Chariton County, is 178 miles from St. Louis and 99 from Kansas City. This town was laid out in 1832, and named in honor of Rev. James Keyte, a Methodist clergyman, who had emigrated at an early day from Lancashire, England. He was a man highly respected, as three localities in this county bearing his name—the county-seat, R. R. station and river landing, indicate. This town has about 700 inhabitants—has three churches, a seminary, five dry good stores, two groceries, a drug store, furniture store, lumber yard, steam flouring mill, an Agricultural and Horticultural Society, a fine court house costing \$45,000, tailor, furniture dealer, three doctors, seven lawyers, a notary, two milliners, a carpenter, blacksmith, wagon-maker, express, telegraph, and post office, &c. The "Chariton County Union" is published here. Farms and town lots are selling rapidly. A large nursery is here. A colony of Virginians, last summer, bought several thousand acres near town, for settlement and cultivation.

CHARITON COUNTY,

Is one of the best farming counties north of the river. Bounded on the southwest by the Missouri, on the west by the Grand river, and traversed by Big and Little Chariton rivers, the county is very well watered. The county is about one-fourth timber, and three-fourths prairie and bottom, admirably adapted to stock-raising, which is prosecuted very successfully, the assessed valuation of live stock averaging about \$700,000.

TOBACCO,

Has been a staple crop in this county, and as long ago as 1858 the crops amounted to 5,000 hhds. or 5,000,000 lbs. This has usually been put up for European markets; the strips and higher grades being shipped to Liverpool and London, the lugs and lower grades to Antwerp. This trade has largely increased. Crops of all kinds yield abundantly. The county has seven steam saw mills, five flouring mills, two wollen mills, nine tobacco factories; a planing, sash, door, blind, and furniture factory: a foundry, three lumber yards, three newspapers, eighteen churches, and two seminaries. There is a County Board of Immigration. The tax lists of 1868 show 428,969 acres of taxable land, and 2256 town lots, valued at \$3,433,504, and \$1,149,391 in personal property, making total taxable wealth of \$4,582,895, which is about two-thirds the actual wealth. Amount of school fund, \$80,000. Value of school buildings, \$34,800. The county court house is a fine structure costing \$50,000. Taxable wealth for 1870, \$4,326,499.

BRUNSWICK,

One hundred and eighty-five miles from St. Louis, and eighty-eight from Kansas City, is a flourishing town of 3500 inhabitants. It contains five churches, two schools, a seminary, a woolen mill and a carding machine, three saw mills within two miles of the town, one brick yard, one brewery, one lumber yard, planing mill, door, sash, and blind factory, steam flour mill, and an iron foundry, six doctors, eight lawyers, eight *insurance agents*, seventeen dry goods *and grocery stores*, a live newspaper—

the "Brunswicker"—three land agents, seven notaries public, one dentist, music teacher, four hotels, three boarding houses; three drug, two stove, tin, and hardware stores; two merchant tailors, one jewelry, two furniture, and two harness stores; one milliner and two dress-makers, two barber shops, four carpenter and four blacksmith shops, two wagon-makers, one cabinet-maker, gunsmith, three meat shops, one paint shop, billiard saloon, one photograph gallery, one express office, a public hall, a private banking house, two justices of the peace. There are seven tobacco shipping houses, which sold upwards of \$40,000 worth last year. This is a great shipping point for stock. Wheat does well in the vicinity. As high as 42 bushels to the acre has been obtained.

Brunswick was laid out in 1838, and the town and adjacent country suffered greatly from the overflow of the Missouri in 1844; business revived, and flourished till 1850, when the principal business houses were destroyed by fire; and in 1854 another conflagration took place, equally, if not more disastrous than that of 1850. The principal buildings are of brick, and many of them fire-proof; and there are few if any towns on the Missouri river, between St. Louis and Kansas City, growing more rapidly than Brunswick.

CARROLLTON,

The county seat of Carroll county, has an elevated situation on the Wakenda Bluffs, convenient to both prairie and timber, six miles from the river. It has five churches (Methodist, Baptist, Christian, and Catholic,) eight dry goods stores, two groceries, two newspapers, "The Record" and "Jour-

nal," three drug stores, a Masonic Lodge, ten doctors, two dentists, five hardware stores, two tin stores, ten lawyers, five hotels, four notaries, five insurance agents, ten land agents, two merchant tailors, a jewelry store, two furniture stores, two harness shops, two milliners, two bakeries, two liveryes, six carpenter shops, five blacksmiths, two wagon-makers, two cabinet-makers, a gunsmith, a brewery, woolen mill, saw mill, two brick yards, two lumber yards, four meat markets, two paint shops, a photograph gallery, express office, bank, two justices of the peace, a tobacco warehouse, and four grist mills. A good macadamized road has just been finished from the depot to the court house.

CARROLL COUNTY,

Is bounded on the south by the Missouri river, and embraces almost every variety of location—bluff or valley, timber or prairie; and many beautiful locations for stock farms, for which the climate and situation render this county peculiarly adapted. The prairies are surrounded by timber, consisting of black and white oak, walnut, sugar-maple, linn, elm, hickory, &c. There are in the county several

HIGH MOUNDS,

Some of which have an altitude of four hundred and fifty feet above the surrounding country. Bogart's is the highest; the next highest is Stokes', then Potato Hill Mound, &c. These mounds occur repeatedly and are believed by the old settlers, to have been built by the aborigines.

SANDSTONE QUARRIES

Have been opened at Miami station and building stone has been freely

shipped to St. Charles for the bridge, and to St. Louis for building purposes.

THE SOIL

Produces all kinds of grain, grasses and vegetables, but hemp and tobacco are among the staple products. From Carrollton westward to R. & L. Junction, along the Missouri Valley, in both Carroll and Ray counties, the road passes through a long stretch of as fertile land as there is anywhere, a good proportion of which has apparently never been under cultivation. With such a wide expanse of prairie-bottom, dotted here and there with groves of timber, and very bountifully supplied with water, with shipping facilities, by both river and rail, this should be one of the most extensive stock growing counties in the State: Taxable wealth of Carroll county, for 1870, is \$4,190,324.

RICHMOND,

The next town of importance, is not directly on the railroad; the station is at the crossing of the Richmond and Lexington R. R., 232 miles from St. Louis. Richmond is the county-town of Ray county, has a population of some 2,500, supports two wide-awake newspapers, the "Republican" and "Conservator," has several churches, schools, a thrifty and intelligent community, with the usual variety of all kinds of business houses.

RAY COUNTY,

Possesses a very desirable division of prairie and timber. The bottom lands are exceedingly fertile, but a portion of them are subject to inundation, in times of the highest freshets. All kinds of cereals, grasses and vegetables

produce abundantly, and stock growing has proved very profitable. Coal and limestone are abundant: Saline and fresh-water springs are found in many parts of the county. The assessed valuation in 1870 is \$6,339,189. The population of the county is about 21,500—a gain of nearly 4,000 since 1866.

Leaving Richmond and Lexington Junction, we pass Camden, seven miles westward, and Orrick, six miles further, each new business centers, thence twelve miles further brings us to

MISSOURI CITY,

Under which name the town was incorporated in 1859—being a consolidation of Richfield and St. Bernard. The railroad runs along the river bank, through the front street. The town lies in the valley, extending back upon the beautiful, sloping bluff. The proportion of new buildings, indicates that the town has nearly or quite doubled its size since the railroad was completed.

CLAY COUNTY,

Has a wide reputation for its fine farms, and wealthy and intelligent farmers and stock-growers. We have returns from farms that produce per acre, of hemp 1,400 lbs.; tobacco 1,100 lbs.; corn 100 bu.; wheat 38 bu.; rye 30; oats 50 bu.; potatoes 400; onions 400; beets 350; carrots 300; turnips 300; timothy 2 tons; Hungarian grass 4 tons, &c. The assessed valuation of property in 1870, \$8,867,313.

LIBERTY,

The county-seat of Clay county is 260 miles from St. Louis; 12 miles from Kansas City, and four miles from the depot, which is called "Liberty Land-

ing." There are several churches and seminaries, schools, and the usual variety of business houses. The town has grown rapidly since it enjoyed railroad facilities.

HARLEM,

The last point on the Western Division of the railroad, is two hundred and seventy-one miles from St. Louis, and lies directly across the river from Kansas City. It is at the junction of the Missouri Valley Railroad, running to Leavenworth, Weston, Atchison, and St. Joseph. Harlem is an incorporated city of 1,500 inhabitants, has an independent city government, and, from its peculiar situation, will improve rapidly.

From this point we return to Moberly, and resume our trip over the Northern Division of the road to Ottumwa, in Iowa.

Continuing northward from Moberly Junction, we pass through Cairo, and Jacksonville, thrifty business centers, to

MACON CITY,

The junction of the Hannibal and St. Jo, with this road. Macon is 168 miles from St. Louis, 107 from Ottumwa, 70 from Hannibal or Quincy, and 136 from St. Joseph. Macon contains four wholesale and ten retail grocery establishments, twelve dry goods stores, three clothing stores, four drug stores, three bakeries five hardware stores, seven boot and shoe manufactories, two livery stables, six hotels, two banks, one agricultural implements and seed store, one foundry, two flouring mills, nine churches, a large public school building capable of seating 600, one saw mill, one carding machine, two newspapers

—“Argus” and “Times,” a full representative of professionals, and a population of about 6,000.

ATLANTA,

One hundred and eighty miles from St. Louis, and twelve from Macon, is a small town of 250 inhabitants. It has grown up within three years, is well located in a fertile country, and contains the usual variety of business houses.

MACON COUNTY,

Has an area of 759 square miles. Population, 20,000. Taxable valuation, in 1870, \$4,487,469. It has about two-thirds prairie and one-third timber and is one of the best stock-growing counties in the State. The soil is generally fertile and well adapted to all farming purposes. The surface of this county is undulating—in many places what is termed “broken.” There are singularly formed knobs, some of which are so regular in contour that they resemble more the work of art than of nature. The summits of the knobs seem to have been a common level, in some instances 200 feet above the general surface. This county, or a great portion of it, is underlaid by a stratum of bituminous coal, which is exposed in the banks of eight different streams along the line of the Hannibal and St. Joseph Railroad, going west from Bloomington. This bed varies from one to nine feet in thickness, the maximum occurring near Bloomington. The county is well watered, and has excellent facilities for stock growing.

KIRKSVILLE,

The county-seat of Adair county, is one of the most thrifty promising towns in Northern Missouri. Its population

and business have largely increased since it became a railroad point, and many substantial buildings have been erected during the past year. The town has now a population of about 2,500, a Normal school with 300 students, two public schools, four churches, two newspapers, “Herald” and “Journal,” and also the “Once-a-Month” issued by the Journal company, a grain elevator, ten stores, four doctors, two real estate agents, two insurance agents, six groceries, a splendid depot, a telegraph, express, and post office, five drug stores, a seminary, a brewery, twelve carpenters, four hotels, three livery stables, two dentists, two tailors, a flour manufactory, several saw and grist mills, woolen factory. Sublett’s and Green Top respectively eight and twelve miles north of Kirksville, have been located during the past year, are shipping points for the surrounding country, and are excellent points for settlers.

ADAIR COUNTY,

Has an area of 567 square miles, a population of about 17,000, and a taxable valuation in 1870 of \$2,531,426. Fully three-fourths of the land is susceptible of cultivation, and embraces a desirable division of prairie and timber land. The prairies extend through the county in a north and south direction, upon a “divide” between Chariton and Salt rivers. These streams and their tributaries are well timbered. Bituminous coal, and limestone and sandstone for building purposes are abundant. The soil is fertile and well adapted to all farming purposes, and farmers as a class, are enterprising and energetic, and are rapidly accumulating wealth from the good crops, and the

ready sales afforded them by railroad, for their crops, stock, &c. Considerable attention is being given to fruit-growing.

THE EDUCATIONAL FACILITIES

Of this county are superior. Besides the Normal school, there are between fifty and sixty school houses, which are of great advantage to those wishing to give their children the first and best gift that can be bestowed upon them—an education. Common schools are required by law to be kept open four months in the year, and may be kept open ten months, and supported by general taxation, and in which all persons between the age of five and twenty-one are admitted free.

Continuing northward, we pass through several new towns, each of which is a shipping point, and a nucleus for a good business centre. The names and distances are from Kirksville to Subletts 8 miles; thence to Greentop 4, Queen City 3, Glenwood 9, Coatesville 7, Moulton 8, Westgrove 6, and Bloomfield 8 miles.

SCHUYLER COUNTY

Is bounded on the north by the Iowa State line. The surface of the county is undulating, and about one-third of it broken. It is all fertile, and susceptible of cultivation, about two-thirds timber, and the remainder prairie land. The soil and climate are well adapted to the culture of most kinds of grains and grasses, yielding as follows: Wheat, 20 bushels; corn, 80; rye, 25; oats, 40; buckwheat, 25; potatoes 200; onions, 400; beets, 500; turnips, 200; hemp, 600 pounds; tobacco, 1,000 lbs; *timothy*, 2 tons, and hungarian grass,

3 tons per acre. The North Missouri railroad passes through the centre of the county. Queen City and Glenwood are railroad stations, and Lancaster, the county-seat, about two miles from Glenwood. The county has a population of about 18,000, supporting one paper, the "Excelsior," and a liberal supply of churches and schools. Assessed valuation of property in 1870 \$1,936,250,

BLOOMFIELD,

The county seat of Davis county, Iowa, is about 12 miles north of the State Line, and 226 miles from St. Louis, and 20 miles south of Ottumwa. Bloomfield contains four churches, four schools, five insurance and real estate agents, a photographer, public hall, eight dry goods stores, five groceries, two shoe shops, two hardware stores, two tin and stove stores, two furniture stores, three tailor shops, one jeweler, three hotels, two boarding houses, two harness shops, three livery stables, sixteen carpenters, three blacksmith shops, two wagon shops, two lumber yards, three drug stores one bank, one flouring mill, one saw mill, one newspaper, the "Republican," twelve lawyers, five doctors, &c.

DAVIS COUNTY, (IOWA.)

Has an area of 550 square miles, good soil, the prairies small, high and fertile, the margin of streams well timbered. Farmers consider the soil and climate favorable for nearly all kinds of crops. The county has a population of 14,000 and the taxable valuation of property is \$1,975,000. The stations

are Coatesville, Moulton, Westgrove, and Bloomfield. The first three have been laid out into towns during the past year, and appear to be growing. The country round about is yielding grain in abundance, and these stations will have elevators for loading during the year.

OTTUMWA,

Is the terminus of the northern division of the North Missouri railroad, and the county-seat of Wapello county, Iowa. The county has a population of 20,000 and Ottumwa about 8,000. This is quite an important

RAILROAD CENTRE.

As shown upon a railroad map, there are seven railroads built and projected to centre here. At present a junction is made here with the Des Moines Valley Railroad, southeast to Keokuk, or northwest to Des Moines the State Capital, crossing the Chicago, Rock Island and Pacific, thence northward crossing the Chicago and Northwestern at New Jefferson, and the Dubuque and Sioux City railroad, at Fort Dodge, thence northward into Minnesota. By the Burlington and Missouri River railroad east to Burlington, or northwest to Council Bluffs. Distance from Ottumwa to Burlington 75 miles; to Council Bluffs, 216 miles; to Keokuk 76; to Des Moines 86; to Plattsmouth 204; to St. Louis 276; to Chicago 281 miles.

MANUFACTURING

Could be profitably engaged in here, as Ottumwa is situated at what are known as the Appanoose Rapids of the Des Moines River, over which 42,000 cubic feet of water pass every minute. There is a fall of four feet at these rapids in one mile, and a dam five feet high would give six feet ten inches rise and fall. Several mills and manufactories are in operation at Ottumwa, and the number could be increased almost indefinitely; for besides the water power, the country is underlaid with a bed of excellent coal. Some years ago liberal grants of land were made to the "Des Moines Improvement Co.," and considerable work done, towards building locks, &c., but the work was never consummated.

THE DES MOINES VALLEY,

Is the most fertile portion of this great agricultural State, and contains the thrifty cities of Keokuk, Keosauqua, Ottumwa, Eddyville, Des Moines, Boonesboro', Fort Dodge, and a score of smaller towns.

Tourists going from St. Louis into Iowa, will find the North Missouri the most direct all-rail route. As above stated it connects with the entire system of railroads, leading to all parts of the State.

ESTABLISHED 1838.

SLIGO IRON STORE,
No. 1007 North Second Street,
ST. LOUIS, MO.

IRON, IN GENERAL ASSORTMENT,
ROUNDS, SQUARES, OVALS, FLATS, PLATES,
ANGLES, SHEETS, &c.

A LARGE STOCK OF THE BEST BRANDS OF
Cast Tool, Machinery, Cast Spring, Cast and
German Plow & Spring, German Lay & Blister

STEEL,

Also, a full line of carefully selected

WAGON & PLOW WOOD WORK,
COIL 3-16 to 3-4 CHAINS,
in. diameter,

BURDEN'S HORSE AND MULE SHOES, all sizes,
NORTHWESTERN HORSE NAILS,
PATENT TOE-CALKS,

AXLES, HALF, PATENT & COMMON,
Springs, Common and Warranted, **ANVILS,**

Solid-box Vises, **The St. Louis Bellows,** Sledges, Hand and
Shoeing Hammers, Stocks and Dies, Files, Rasps, Carriage and
Plow Bolts, best and common, together with a general as-
sortment of Wagon Makers and Blacksmith Merchandise.

 Prompt and Careful Attention to Orders by Mail. 

Our Rule: Prices low down—close to cost—to cash and prompt pay-
ing buyers. We leave no margin for bad debts.

GEO. D. HALL.

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paid to all kinds of Repairing.**

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EUGENE JACCARD & CO.



JEWELERS,

For 18 years, corner of Fourth and Olive Streets,
Have Removed to their NEW STORE,
300, 302 and 304 North Fifth St., cor. Olive,
ST. LOUIS, MO.

*This is the Handsomest Fitted-up Store in the country,
and by far the Largest in the West. Visitors
to the City are respectfully invited
to call and examine.*

Orders by mail carefully and promptly filled
and satisfaction guaranteed.

EUGENE JACCARD & CO.
Northeast corner of Fifth and Olive Streets,
ST. LOUIS, MO.
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KANSAS & COL

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ROUTE NO. 1.

CONTINUED.

FROM ST. LOUIS TO SAN FRANCISCO.

THE KANSAS PACIFIC RAILWAY.

ITS BRANCHES, CONNECTIONS AND EXTENSIONS

This important road now traverses the entire State of Kansas from east to west, a distance of four hundred and twenty miles, and pushes on into Colorado, until it reaches Denver, and here assuming the name of Denver Pacific, goes on a hundred miles to Cheyenne on the Union Pacific. No other agency has done so much towards making Kansas what she is, and we may expect soon, that much of the overland travel and trade, will pass this way. Even the present business over the road is enormous. The cattle business alone is very great, and constantly increasing. Kansas is rapidly becoming the great source of cattle supply for the East. Along the whole line, towns are constantly springing up, and soon become thriving seats of trade. The Kansas Pacific has put its immense land grant into market, on the most favorable terms, prices being low, time long, and interest but six per cent.

Perhaps in the near future, the great Kansas Pacific Railway may be the chief thoroughfare across the continent already the Rocky Mountains are within its iron grasp, and should it decide to branch at Kit Carson, and sweep along the thirty-fifth parallel, its locomotives will soon be whistling a wail.

come to the Pacific Coast—even now, with its present connection by Denver and Cheyenne, with the Union Pacific, a great share of the travel and traffic across the continent, will undoubtedly take this route. Passing through the beautiful valleys, and over the rich prairies of Kansas, with the newly opened farms on every side, that portion of the trip is made delightful, and as the western border of the State is approached, exciting, by the vast herds of Buffalo and Antelope thronging along the track. The Kansas Pacific Railway runs through the center of Kansas, from the eastern to the western border, passing through the valleys of the Kansas and Smoky Hill rivers, and across the valleys of the Big Blue, Republican, Solomon and Saline rivers, thus exposing to view the main streams of the State, and its richest agricultural tracts. After leaving Kansas, the railroad passes almost due west through Colorado, to Denver, skirting the edges of the noted Pine Ridges. Along its path through Colorado, immense coal fields exist, some of the veins being fourteen feet in thickness. Pine lumber and coal will soon, it is evident, be delivered at extremely low prices along the whole length of the line, both through Colorado and Kansas.

STATIONS AND DISTANCES

| | | |
|---------------------------------|--------------------------------|-----|
|Kansas City..... | 150.....Kit Crason..... | 486 |
| 637.....Armstrong..... | 137.....Wild Horse..... | 500 |
| 624.....Edwardsville..... | 127.....Araya..... | 510 |
| 614.....Lenape..... | 117.....Mirage..... | 520 |
| 609.....Stranger..... | 107.....Old Willow Spring..... | 530 |
| 605.....Fall Leaf..... | 97.....Motley..... | 540 |
| 600.....L. and L. Junction..... | 87.....Lake..... | 550 |
| 597.....Lawrence..... | 77.....Cedar Point..... | 560 |
| 578.....Williamsville..... | 67.....Agate..... | 570 |
| 574.....Perryville..... | 57.....Deer Trail..... | 580 |
| 572.....Medina..... | 47.....Bijou..... | 590 |
| 565.....Newman..... | 37.....Camanche..... | 600 |
| 564.....Grantville..... | 27.....Kiowa..... | 610 |
| 558.....Topeka..... | 17.....Box Elder..... | 620 |
| 542.....Bossville..... | 7.....Schuyler..... | 630 |
| 535.....St. Mary's..... |Denver..... | 637 |
| 528.....Wamego..... | | |
| 516.....St. George..... | 34.....Leavenworth..... | |
| 508.....Manhattan..... | 24.....Fair Mount..... | 40 |
| 497.....Ogden..... | 18.....Big Stranger..... | 25 |
| 491.....Fort Riley..... | 9.....Beno..... | 25 |
| 488.....Junction City..... |Lawrence..... | 24 |
| 476.....Chapman's Creek..... | | |
| 470.....Detroit..... | | |
| 463.....Abilene..... | | |
| 455.....Solomon..... | | |
| 441.....Salina..... | | |
| 432.....Bavaria..... | | |
| 426.....Brookville..... | | |
| 408.....Fort Harker..... | | |
| 403.....Ellsworth..... | | |
| 387.....Wilson Creek..... | | |
| 374.....Bunker Hill..... | | |
| 352.....Walker..... | | |
| 338.....Hays..... | | |
| 325.....Ellis..... | | |
| 315.....Ogallah..... | | |
| 305.....Park's Fort..... | | |
| 242.....Monument..... | | |
| 222.....Sheridan..... | | |
| 205.....Pond Creek..... | | |
| 175.....Cheyenne Wells..... | | |

LEAVENWORTH BRANCH

| | |
|--------------------------|----|
| 34.....Leavenworth..... | |
| 24.....Fair Mount..... | 40 |
| 18.....Big Stranger..... | 25 |
| 9.....Beno..... | 25 |
|Lawrence..... | 24 |

KANSAS CITY.

This place was fully noticed as the western terminus of the Missouri Pacific Railroad. At this point trains are made up every day for the long route to San Francisco via Denver and Cheyenne. But the Kansas Pacific has another terminus at

LEAVENWORTH CITY,

The largest and one of the most prosperous and beautiful cities in Kansas. A full description of this place and Atchison will be found on the route of the Missouri River Railroad. The Leavenworth Branch of the Kansas Pacific joins the main line near

LAWRENCE,

Which is also the point at which the Leavenworth, Lawrence and Galveston Road unites with the former.

Two large woolen factories are in successful operation here.

Lawrence is the shire town of Douglas county, and is remarkably well situated for extensive business operations.

The State University, a beautiful and costly edifice, is located on Mount Oread, overlooking the city.

TOPEKA.

This beautiful town, the Capital of the State, is upon the south bank of the Kansas river, twenty-eight miles above Lawrence. One of the finest State Houses in the west, sufficient to accommodate the future wants of the great State of Kansas, is now being built.

Topeka is growing more rapidly than any other city in Kansas. Educationally, it possesses important advantages. Lincoln College, one of the leading institutions of the State, is located here; also the Topeka Female Institute which is under the fostering care of the Episcopal Church.

Parties in search of farms, should come direct to Topeka. It is the most important land point in the State, and is rapidly becoming the most thriving city. The A. T. & St. F. R. R. is now being built, and connects here with the K. P. R. W.

Before passing Topeka, it will be proper to give some account of the State of which it is the Capital.

KANSAS.

This great State, so new, and rapidly becoming so powerful, is in length, from east to west, about 420 miles, and in breadth, from north to south, 200 miles. It lies between latitude 37 deg. and 40

deg. north, and longitude 94 deg. 40 min. and 102 deg. west from Greenwich. The area is 81,318 square miles, or 52,048,520 acres, being considerably greater than the combined extent of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island and Connecticut, and almost equal to that of England, Wales and Ireland.

A late writer says—"I wonder if the Almighty ever made a more beautiful country than Kansas? Those green prairies, rolling like gentle swells of the ocean, starred and gemmed with flowers' and threaded by dark belts of timber, which mark the winding streams, are a joy forever. The jet black soil appears fathomless. Where the rain has cut ravines twenty feet deep, the same rich loam is found at the bottom. In the valleys, I have seen the grass so high that men riding upon tall horses, were quite hidden from view, at the distance of a few yards.

Here, the settler plows up the rich sward, plants corn upon it the same day; that season raises a partial crop, and the next produces from 50 to 100 bushels to the acre."

Some of the principal advantages claimed for Kansas, are the following—

It is a new State, and as such, has innumerable advantages over any old State.

It is more productive than most States.

What you raise yields you more profit here than elsewhere, being raised at less expense.

The weather and condition of roads enable you to do more work here than elsewhere.

The climate is mild and pleasant.

The short winters require little feed for stock.

It is unsurpassed as a grazing region. Blue grass takes naturally, and stock may be grazed upon it all winter.

The population is enterprising. Towns and villages spring up rapidly, and great profits result from all investments.

The climate is dry, land free from swamps. The money paid out in less healthy regions for the expenses of sickness, can here be used to pay for a home.

The society is good, and educational and religious privileges can be found in every neighborhood. Children are being sent here from the older States for education.

Owing to immigration, money is plentiful here, and produce commands good prices. Capitalists have confidence in Kansas investments, and money can be easily raised on Kansas property.

Fruit can be readily grown and sold at great profit. At the National Pomological Congress, held at Philadelphia, September 16, 1868, the Gold Medal was awarded to Kansas, for the best fruit in the Union.

Railroads are building in every direction. Ten lines are now in process of construction, giving facilities for freight and traffic in every locality.

Lands can be more easily fenced than elsewhere, as the Osage Orange never fails, and grows very rapidly. It is a native of the southern borders of this State.

The best of lime-stone for building and making lime is abundant. Hardly a square mile is destitute of a ledge,

easily quarried and so situated as not to interfere with cultivation

We have a well watered country. The streams are clear and fed by springs

Excellent coal beds are opened in every part of the State.

There is timber enough for all practical purposes

Vast salt deposits are found in the State, which will make this commodity plentiful and cheap.

It is within the reach of every man to own a home, in Kansas.

EDUCATION.

The following are the statistics concerning Public Schools and Institutions of learning.

Number of school districts, 1,707; increase for the year, 335; number of reports from district clerks, 1,621; increase for year, 389; number of male persons between the ages of five and twenty-one years, 48,007; increase for the year, 7,761; number of female persons of school ages, 44,510; increase for the year, 8,706; total number of persons of school ages, 92,517; increase for the year, 16,367; number of male persons enrolled in public schools, 30,197; increase for the year, 6,558; number of female persons enrolled for public schools, 28,484; increase for the year, 6,983; whole number of persons enrolled in public schools, 58,681; increase for the year, 13,541; number of pupils in select schools, seminaries and colleges, 2,784; decrease 615; whole number in public schools and other institutions of learning, 61,465; increase 14,256; average daily attendance in public schools, 31,124; increase, 3,886; average length of time public schools

have been taught, five months; number of male teachers employed in public schools, 896; increase, 150; number of female teachers employed in public schools, 1,118; increase 265; average wages paid to male teachers in public schools, \$37.07; decrease, \$2.49; average wages paid female teachers, \$23.98; decrease 12 cents; total amount paid for teachers wages in public schools, \$292,719.94; increase for the year, \$38,844.40; amount expended for repairs and incidentals, \$79,843.74; increase, \$34,025.87; amount received on semi-annual State dividends, \$117,153.65; increase, \$70,451.07; amount received from fines and estrays, \$19,259.93; decrease, \$11,630.44; amount raised by direct tax for the support of public schools, \$428,983.98; increase, \$86,562.28; total amount raised for support of public schools, \$565,311.17; increase, \$136,095.59; number of school houses—log, 348; frame, 606; brick, 35; stone, 224; total, 1,213; increase, 09%; total value of school houses, \$1,031,892.00; increase, \$218,829.25; total value of apparatus, \$17,118.00; increase, \$5,816.85; amount of U. S. 5-20 bonds sold by the School Fund Commissioners, \$26,000.00; amount received on U. S. bonds, \$29,315.00; amount of State bonds purchased since February last, \$123,500.00; amount paid on bonds, \$119,210.00; total amount of State bonds belonging to the permanent school fund, \$289,450.00.

Kansas will undoubtedly soon be one of the leading agricultural States of the Union. In respect to quality and productiveness of soil, if the half were told, many people in the East would look incredulous and call it an exagger-

ation, and when assured that the soil was from two to ten feet deep, and produced, per acre, from fifty to one hundred and forty bushels of corn, from twenty to forty-five bushels of wheat, and from forty to one hundred bushels of oats, they would laugh at us, and yet any Kansas man can truthfully tell of just such soil, with crops as indicated. We have only to say that our soil is equal to any, and our climate as healthy as that of the most favorable localities either east or west.

As a fruit growing State, Kansas has the first position, as shown by the exhibitions of fruits more recently at the Pomological Congress, in Philadelphia.

CLIMATE.

The winters are mild and open, and the summers healthy and bracing. During the winter just passed, no feeding of stock was necessary, the thermometer varying in February from 60 deg. to 75 deg., and no frost in the ground. We republish the following from Prof. Swallow's Geological report:

"Situated between the thirty-seventh and fortieth degrees of north latitude, and half way up the slope of the eastern Cordilleras, the climate of Kansas is temperate and healthful. As indicated by our position; and clearly proved by a long series of meteorological observations at our military posts, the summers are long and temperate, and the winters are short, mild and dry, variegated by a few cold days. But few countries have climates better adapted to health, and the luxuriant growth of the staple products of the temperate zone."

KANSAS CREDIT.

Kansas State bonds are held on Wall

street, at "par, with interest." This gives a better idea of credit abroad, than a column of figures. The School Fund Commissioners found the bonds too high for profitable purchase, and are seeking other sources for investment. As the Constitution of the State forbids the issuing of over \$1,000,000 in bonds except in case of military emergencies, there is no probability of the quotations being any lower.

FACTS CLAIMED FOR KANSAS.

We can give a better general idea about the State, by mentioning the following bold claims it puts forth:

Travelers pronounce its bottom lands superior to those of the Nile, Amazon and Shenandoah.

Kansas is well watered; four large rivers, which are fed by numerous tributaries, taking their rise within her limits. Each county has several creeks.

Coal, which exists in inexhaustible quantities, will supply all demands for fuel. Fruits reach a delicious maturity, to which they do not attain in more Eastern States, and on account of the purity and dryness of the atmosphere, are never affected with the rot.

Wood is cheaper than in Ohio and Indiana, and so is native lumber.

The State has the temperature of Delaware, Maryland, Virginia, Kentucky and Missouri.

Kansas has one of the finest climates known.

In the agricultural reports of the Patent Office, regarding the production of wheat to the acre, Kansas ranks first.

Its superiority in the production of corn, is even more marked.

It is pronounced by the French to be

almost, if not quite, equal to France for the cultivation of the grape.

The last year has shown it to be unsurpassed for fruit raising, rot and mildew being almost unknown.

Potatoes and all vegetables are raised in profusion.

In such a country, with ranges for stock unrestricted, and pasturage limitless, the production of butter and cheese must be profitable. Butter is worth, the year round, from twenty-five to fifty cents per pound. Regular manufactories for cheese are being established with success; the cheeses weigh all the way from fifty to one hundred and twenty-five pounds each. As yet, in this line, comparatively little has been done. The abundance of pure cold water, the frequency of springs, and the facilities for cool cellars everywhere exist, and the cheapness with which cattle can be raised and fed, leaves this branch of labor without any draw-backs, and insures handsome returns and liberal profits to all who may engage in the dairy business.

STOCK RAISING.

Kansas is destined to become one of the greatest stock growing State of the West. Her rich soil, broad prairies, covered with fine, heavy grass, which, during the fall months, is cured by the sun into hay, the abundant supply of pure water, the easy and cheap facilities for procuring hay and other forage, the dry, mild, short winter seasons, and the gentle, refreshing showers of summer, are only a few of the advantages afforded those engaged in this important enterprise. The plague and other contagious diseases, so prevalent among stock in other States, are never

known in Kansas, except when occasionally brought with herds from abroad.

Kansas yields the palm to no State in respect to sheep raising. Its advantages are so great, in comparison with more northern States, that they attract the attention of the wool growing interest all over the North. The mildness of the climate, the early, sunny spring, the little winter feed necessary, gives Kansas an advantage that Minnesota, Iowa, Wisconsin and Michigan do not possess.

TIMBER.

Kansas, although a prairie State, is well supplied with almost every variety of timber. Along the entire valleys of the rivers and smaller streams, may be found the best quality of timber, in sufficient abundance. The forests contained in these valleys are from one to three hundred miles in length, and consist of oak, walnut, hickory, ash, gum, elm, cottonwood, hackberry, sycamore, and every other variety that is usually found in the Western States.

The Osage Orange is used extensively for fencing purposes. Its growth is so rapid that during the third year it makes a fence of the most permanent and substantial character, at a very light expense to the farmer.

SCHOOLS.

Besides the public schools, Kansas has a State University, an Agricultural College, a State Normal School, a Blind Asylum, and a Deaf and Dumb Asylum. The Methodist Church have the Baker University; the Congregationalists have Washburne College; the United Brethren have Lane University; the Episcopalians have a female seminary; New

School Presbyterians have Wetmore Institute; the Baptists have Ottawa University; the Old School Presbyterians have Highland University, and the Geneva Institute. The Christain denomination is establishing a college at Ottumwa. The Catholics have two colleges, male and female, at Leavenworth, both large institutions; they also have schools at St. Mary's Mission, at St. Bridget, and at the Osage Mission.

The University and Agricultural College have large endowments from the general Government, in lands, and are generously supported and sustained by the State. At these, and the Normal School, tuition is free.

SALT.

The report of Prof. Mudge, says, of the Saline deposits of Kansas:

"Nearly every county has some indications of brine. At Walnut creek, the supply is sufficient to make 150 bushels per day. Saline county contains numerous springs, some of which are now worked. But the largest and most important deposits of salt, are in the Big Bend of the Arkansas, and the salt works of Republic county. The works cover an area of about ten thousand acres, which in dry weather are covered with a white incrustation of salt. A man may scrape up fifty bushels of this salt in a day.

The largest deposits known in the world of that most useful fertilizer, gypsum or plaster of Paris, are found in the western and southwestern portions of the State. Iron and lead have also been found, but the extent and value of these deposits have not yet been tested.

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STEEL,

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COIL 3-16 to 3-4 in. diameter, CHAINS,

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NORTHWESTERN HORSE NAILS,
PATENT TOE-CALKS,

AXLES, HALF, PATENT & COMMON, **ANVILS,**
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Solid-box Vises, **The St. Louis Bellows,** Sledges, Hand and
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Our Rule: Prices low down—close to cost—to cash and prompt pay-
ing buyers. We leave no margin for bad debts.

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range, it is the point where hunters should stop, and pursue the monarch of the plains.

SHERIDAN.

This was formerly the terminus of the Kansas Pacific railway, and is situated on the north fork of the Smoky Hill river. It is now a place of no importance.

FORT WALLACE.

This is an important military post, and one of the bases for operations upon the plains.

KIT CARSON.

This is the last town built by the National Land Company, and was the late terminus of the railway. Stages leave here for points south and southwest, and the immense Santa Fe trade reaches the road at this point. Large warehouses have been built, and the town is growing very rapidly

GREAT AMERICAN DESERT.

Every young student of geography looks, with a sort of wonder on the great Desert of Sahara in Africa, seeing no towns, rivers or other signs of life, and thinking perhaps that it was named after the wife of Abraham. Until quite lately our school-maps of North America exhibited a similar expanse of country somewhere between the Missouri river, and the Rocky mountains, and the enterprising engraver extended the name "Great American Desert" almost from Pike's Peak to Kansas City. But these unexplored regions have greatly improved upon acquaintance, and we have cut one of the fairest States in the American Union right out of this same Desert. We used to think of western Kansas as a vast sand plain, fit only to be roamed over by savage beasts and

more savage men. But now, as we are whirled across it, the whole country becomes a vision of beauty. Its rich valleys with their forest-fringed streams, and its green prairies dotted here and there with farm houses and fields of corn and wheat, speak of anything else but "a dry and desert land." No doubt the extreme western plains suffer from drought, but the planting of shade trees, the digging of wells, and the cultivation of the soil may redeem them from the curse of sterility, and cause the desert to blossom as the rose.

The Kansas Pacific Railroad Co. have shown a just appreciation of the circumstances, by employing a gentleman of fine scientific acquirements, combined with good practical common sense, to thoroughly test the capabilities and possibilities of the soil of western Kansas and eastern Colorado. R. S. Elliott, Esq., the gentleman alluded to, is now on the line of the road, with Kit Carson as his head quarters, planting trees and small crops and experimenting generally. He expresses great confidence in the result of his enterprise.

Here are some remarks upon the same subject, by an intelligent writer.

WHERE IS THE DESERT?

If I had been brought here blindfolded, and were to-day told to look around me, the first "observation" I should make would be: "Well, if this be a desert, where be your plains?—and if your plains be something fairer and more promising, where then be your prairies?" Seeing is believing; and what I see to-day, considered by itself, must convince me either that Kit Carson is exceptionally situated in the midst of an oasis, or that the desert it

self, is even more a "delusion" than it is popularly supposed to be a "snare." I ought to have enjoyed no grateful moisture, no cooling breeze—but, instead, the night should have brought a dry, dead, stifling air; this morning, I should be struggling through hot sands, ankle deep, the brazen firmament deluging me with floods of fiercest heat and light; no living form of plant or animal should welcome me to its "native heath"—in a word, I should be a living witness of the "abomination of desolation" spoken of by the Prophet! But, not so. Yesterday afternoon we rode from Sheridan—82 miles—to this place, through a continuous shower of rain; within sight of town, on the road, there is a water-tank kept full from an unfailing well 25 feet deep; near that is an experimental garden in which corn, potatoes, oats, the osage orange, etc., look quite as flourishing as did the vegetation of Illinois, when I left a fortnight ago; while upon the undulating area around the town, feed and fatten hundreds and thousands of cattle and mules that do the laborious work of hauling lumbering wagons loaded with merchandise, and capacious stages filled with passengers, away to Denver, Santa Fe and beyond. All is life—not only in this marvelous hive of Kit Carson, with its busy bees, its greedy drones, its invading swarms of vermin—but far out on the limitless expanse covered with the famed buffalo grass, and variegated with *millefleurs*; tenanted by countless myriads of prairie dogs; swept by fleet-footed antelope; and roamed over by vast herds of buffalo which no midsummer or midwinter extreme deprives of abundant nourishment.

PRAIRIE, PLAIN AND DESERT.

The thing uppermost in my mind is this: I cannot tell where the prairie ends, and the plains begin; or where the latter, if any where, are lost in the desert. True, my friend Reynolds, draws this topographic division—making Fort Harker and Ellsworth, 223 miles, the western limit of the prairie; Sheridan, 182 miles further, that of the plains; and the next 130 miles, that of the desert. But the distinction, which is only made as one convenient for the writer, applies only to the region *in esse*; *in posse*, agriculture and its kindred arts see but one character and one law for the whole. If in Eastern Kansas, you have but to tickle the earth with a hoe and it laughs with harvest—not less true is it "out" here, that you have but to somewhat roughly "punch" our dormant cherishing mother with a spade, and she awakes to at least simple forms of vegetable life. On every hand last season's buffalo "wallows" are this season green spots amid the brown expanse; the numberless water-courses have a green, grassy fringe; and the road-bed is a verdant belt, whose thick-growing weeds are a well-nigh incurable eye-sore to the supervisor of the track. Whatever kernel drops from freighted car, if not picked up by bird or beast, germinates and flourishes—as thousands of plant-waifs along the road side testify. Plow up the ground, and at once there springs up, spontaneous, a mass of cottonwood, whose luxuriant growth decisively bespeaks the success of the soft woods at least, as soon as their planting and culture shall be under-

taken with system and care. Then dig reservoirs down to the clay bottom at foot of the numberless slopes, to retain the water now taken up as soon as it falls upon the impervious, grass-bound surface; fringe these ponds with trees and shrubs, fill with aquatic plants, and stock them with such fish as do not require living water—do but these simple, inexpressive things, and the reclamation of the plains is begun.

Leaving Kit Carson in our rear, we traverse a fine grazing country eleven miles and reach Wild Horse, a side-track station, deriving its name from the roving herds of wild mustangs making this section their home in the early history of the country. After a short stop we continue our journey twelve miles, arriving at Aroya, another small station located for local freight and convenience of the business of the road. Twelve miles beyond Aroya brings us to

MIRAGE,

And the atmosphere and weather being favorable, we keep our eyes wide open for the beautiful optical delusions so frequently observed in this vicinity. This singular phenomenon can only be accounted for, in our mind, upon the same philosophical basis as that of the spectre of the Brocken; the reflection, through the agency of the clouds, of far distant leafy groves and grassy lawns mirrored upon the cloud of heat overhanging the sandy plain. If our theory is not correct, we cheerfully retract and leave it to your own philosophy and train of reasoning to solve the puzzle—*providing always you are fortunate enough to witness it. Let us make one*

suggestion, however, in all earnestness; if the phenomenon should be observed, don't allow your curiosity to induce you to attempt overtaking the beautiful scene "just ahead," for you will be led as merry a dance as ever a will o' the wisp improvised for curious mortals.

Overhauling a mirage is like seeking for the mythical bag of gold at the end of a rainbow. Eleven miles through the valley of the Sandy and we reach Willow. The grass is fine in this valley, but trees are as scarce as hen's teeth. The water of Sandy has no fancy for the garish light of the sun, and at the distance of two or three feet below the surface, steals slowly along in its dark and underground passago.

There is no sign of moisture, but digging to that depth at almost any point in the valley, sweet, cool water may be obtained. When we get too much crowded, farther east, this valley will be stocked with thousands of cattle, and the genius of man induce the modest stream to show itself frequently above ground

LAKE,

Thirteen miles distant from the last station, inherits its name from the old pioneer stage company, in connection with the continual chain of pools entitling it to that misnomer. Here also is a magnificent rango with the addition of plenty of water. Lake is prominent in the history of early times, from the fact of its being the scene of frequent skirmishes and hard fought battles between the pioneer emigrant and "gentlemen without hats." Many a poor white on his way to the new Eldorado, opened up to the hardy backwoodsman, has here lost his scalp, and many an

Indians' bones, bleaching on the plain, are the silent historians of the past.

Now, however, the great "smoke wagon" has frightened the red devils to their lair, and the emigrant, in as many hours as formerly required days, passes quietly and securely by the scene of so many sanguinary conflicts.

Whirling through the grassy meadows for eleven miles we reach River Bend, where we leave the Sandy and ascend the divide between the Platte and Arkansas river. Since leaving Kit Carson we have gained an altitude of 1400 feet above that place and 600 feet above Denver. We cross the divide in a depression left by nature seemingly for the bed of our road. Just east of River Bend we obtain a fine view of Cedar Point, 600 feet above the level of the sea, and from the summit of which two hundred miles of the Rocky mountains can be seen at a glance, and the intervening country lies like a panorama at our feet. This has long been a light-house and a beacon to those who went down upon the plains in 'Prairie schooners. From this point until within a few miles of Denver our road was through a succession of heavy cuts and over high embankments, the principal cause in retarding its completion. Near the station the company have opened and commenced working a large coal mine, which in this almost timberless country will be a great acquisition. Soon after leaving this point the road crosses another divide and we reach the head waters of East Bijou and follow the course of the valley in a northwesterly direction to Agate, 13 miles from River Bend. Crossing the East Bijou on a long trestle bridge, we continue

our course down the valley to Deer Trail, 12 miles beyond. Turning due west, in a short distance we cross the main Bijou, on a bridge 800 feet in length, and halt for a few minutes at Bijou station. We ascend another high divide and cross into the valley of Camanche creek, a small stream which is dry most of the year. There is fine range for stock in the head of this valley. Now dashing into the bowels of the earth with high embankments on each side, and again elevated many feet by the deep fills crossing the many recurring gorges, we reach

KIOWA.

Here on a substantial trestle bridge, a thousand feet long, we cross the stream from which the station derives its name. Piles of ties, cut and hauled from the head waters of the Kiowa, forty miles distant, line each side of the track, as an evidence of the difficulties surmounted by the will and energy of the company. It may not be amiss to remark that the ties used for 150 miles of the road have been hauled from 20 to 120 miles. Such a display of energy in overcoming obstacles must sooner or later reap a handsome reward. The banks of the Kiowa are well timbered with a heavy growth of cottonwood; this in addition to the fact of a fertile soil and good water offers unusual inducements to the backwoods farmer, who is too much crowded at home.

Twelve miles beyond Kiowa brings us to Box Elder or Terrapin. The water of this stream, following the example of the Sandy, sinks beneath the surface. The moisture arising from the hidden water encourages the growth of grass, and promises a good return to

stockmen. A pleasant run of ten miles further brings us to Schuyler, a small side track station. After leaving this place we cross a high divide, and, running along the valley of Sand creek a few miles, we discern the spires of the Mountain City, nestling in the shade of the great Rocky Mountains, and the gate through which the net proceeds of the mines all have to pass. Whirling by the beautifully located Fair grounds and Race park with bell ringing and whistle screaming, we run into the depot at

DENVER.

Where we will take time to look around and see the charming city whose name has been ringing in our ears for the last few years.

COLORADO,

Lying within the central belt through which the emigration of the American people is flowing westward, the half-way house between St. Louis and San Francisco, has an area of over one hundred thousand square miles, nearly equally divided into plains and mountains. The plains imperceptibly slope from the base of the mountains, which rise abruptly from them, towards the Missouri river, presenting a smooth, undulating surface, destitute of timber, save in the valleys of the water courses and upon the high lands, which, near the mountains, divide the waters of the Platte and Arkansas rivers.

THE CLIMATE

Of this plateau within the territory of Colorado, is peculiar. Owing to its altitude, remoteness from large bodies of water, and the proximity of the great *mountain range*, the atmospheric mois-

ture is small as compared with that of the Atlantic and Mississippi Valley States, and almost wholly confined to the winter and spring months. The summer days are hot, the thermometer often rising to 90 deg, the nights always cool and dewless.

The winters are, as a rule, delightfully mild, interrupted with occasional light falls of snow, followed by a few days only of cold. The great climatic characteristic is intense sunshine and absence of moisture.

THE AGRICULTURAL PORTIONS.

Of Colorado divide themselves into three great sections, separated by natural geographical boundaries, and each constituting a system of valleys with rich lands and an abundant supply of water. The valley of the Arkansas is the largest and most extended of these sections, and may properly be termed the first. The second is the valley of the Platte and its branches, while, the third will be found in the valley of the Rio Grande and its branches, beyond the *Sangre de Christo* range. Along all these streams, and especially along their numerous tributaries which flow from the mountains, are rich and fertile bottom lands and productive up-lands capable of raising all of the grains and every variety of vegetables. The necessity for irrigation, however, has thus far confined settlements almost entirely to the valleys, and it is only within the past three years that the farmers have begun to discover that the high lands are equally valuable for the purposes of agriculture as those which lie on the immediate banks of streams. This fact should be followed by the statement that all the land in the territory, ex-

cepting a small portion of the mountainous district, is valuable for agriculture whenever it can be reached with water sufficient for irrigation. An eminent engineer has estimated the number of acres which can be reached with water by a judicious system of irrigation, to exceed 4,000,000.

SOIL.

The soil of the plains is unsurpassed in fertility. Enriched by the flow from the Rocky mountains for centuries, it awaits only the labor of the husbandman, and the fertilizing power of water, to yield the richest returns to industry. The Great American desert still stands upon the map. The makers of school geographies have not yet crossed the plains or visited the Rocky mountains to learn that the pioneers of Colorado have taken possession of this so-called desert, but which is really the heart of the great central region of the continent, a country rich in the resources of a nation, and which yields the largest returns to well directed labor. They have transformed the desert plain into a garden by the introduction of a new system of agriculture.

CROP STATISTICS.

The year 1869 was one of unexampled prosperity, and from the bureau of agriculture we gather the following interesting statistics in regard to the crop of that year: The product of wheat amounted to 675,000 bushels; corn, 600,000 bushels; oats and barley, 550,000 bushels; vegetables and potatoes, 350,000 bushels, which, together with the hay and dairy product, attained at a fair market valuation the sum of three and a half millions of dollars.

The average of the yield of grain to the acre is far above that of the older states. Wheat can safely be placed at from twenty-eight to thirty bushels per acre; oats and barley at thirty-five; corn at forty bushels, and potatoes at 100 bushels. The plains are everywhere covered with buffalo and gramma grasses, affording nutritious feed for stock, which run at large and *grow fat without fodder throughout the entire year.* The innumerable herds of buffalo, elk, antelope, deer and wild horses, which have from time immemorial subsisted by pasturage alone, on these plains, suggest that when these wild animals are substituted by herds of cattle and flock of sheep, their flesh and wool will feed and clothe millions of people.

MOUNTAINS AND MINES.

The western or mountainous region of Colorado, a majestic range flanked on either hand by a series of foot hills forty or fifty miles in width, suspending on its rugged sides the North, Middle, South, and San Louis parks, and dividing the waters of the Atlantic and Pacific oceans, stretches itself across the territory from north to south; its average elevation above tidewater being 12,000 feet, and many of its peaks rising from 2,000 to 5,000 feet higher. The line of perpetual snow is not reached in the Colorado mountains, though masses of snow lie perpetually in ravines under beetling cliffs and on the northern exposures of the higher points.

It is a peculiarity of the climate that the snows fall late, becoming heavier even into May, and this moist snow it is, covering the peaks like a shroud, which gives them the name of "Snowy."

The timber line is between eleven and twelve thousand feet high, much higher than on any other mountains in the same latitude—an apparent deviation from physical laws, which is explained by the great extent and general elevation of the inland plateau, of which the snowy range is the crest.

The climate of this region varies of course with the altitude, and it is cooler both in summer and winter than that of the plains, yet the mines above Montgomery, at the head of the South Park, at an altitude of 12,000 feet above the sea, are worked in winter without inconvenience, and the weekly mails are carried by men across the range over a trail 13,000 feet high. About twenty feet of snow falls on the high mountains annually, on the foot-hills perhaps one third as much, and considerably less on the plains.

SOURCES OF RIVERS.

The Platte, Arkansas and Rio Grande rivers, flowing eastward to the Atlantic, and Colorado of the West running to the waters of the Pacific, have their sources in this mountain range. These streams with their numerous tributaries afford everywhere abundance of water for mechanical power in the mountains, and for irrigating the soil of the valleys. The mountains are covered from the foot hills to the timber line with forests of pine and alder, and luxuriant grasses, enamelled with flowers. On the western slope, the timber and grass are more dense and vigorous, and wild timothy and white clover abound. In the Middle Park, hot sulphur springs, possessing valuable medicinal qualities, are found, also, thick veins of coal resembling the Albertine.

Grain and vegetables are raised without irrigation, at an altitude of 8,000 feet, the summer rains (produced by the evaporation of the snow) which usually expend their force before reaching the plains, affording sufficient moisture. The entire range within the territory, including the foot hills, will afford summer pasturage, especially for sheep, equal in richness and quantity to any other similar extent of wild lands in the world.

MINERAL WEALTH.

This mountain region contains the mines of gold, silver, copper and lead which are destined, under the influence of capital and cheap labor, to give to the American people for all time, the monetary supremacy of the commercial world.

The veins or lodes extend the entire length of the range, a distance of two hundred and forty miles, and for thirty or forty miles upon each flank. In the two counties of Gilpin and Clear Creek, not less than 12,000 distinct lodes have been discovered and recorded. The yield of the mines in precious metals for the year 1869 exceeded \$4,000,000, and with the reduction in expenses and the growing familiarity of the people with the methods of mining and reducing ores, there is no reason why double that amount may not be calculated upon for the yield of this present year. The gold and silver are there—those mountains are rich in the precious metals, and await only capital and labor to yield up their treasure to the hand of industry, and pour their hidden wealth into the lap of the nation's commerce.

The inhabitants of this young territory have much to be proud of in sum-

ming up the results of the first decade of its existence. They have developed by their industry four great sources of national wealth—agriculture, mining, manufactures and stock growing. In their progress a taxable wealth of \$15,000,000 has been created, exclusive of the mines, which, since their discovery have yielded an aggregate of \$45,000,000. Towns and villages have been built, churches and school-houses erected, and homes adorned with all the comforts and luxuries of civilization and refinement. Society, sifted from various elements, has been formed peculiar in its nature, healthy in its tone, refined, cultivated and intelligent, which respects labor and does honor to manly endeavor, founded upon justice and based upon the true principles of law and order.

THE CITY OF DENVER

Is beautifully situated on a plain at the junction of Cherry Creek with the South Platte, twelve miles from the foot of the mountains, five thousand feet above tide wave, and has a population of 6,000 souls.

Strangers gaze with astonishment at this compactly built busy city, with its brick blocks, hotels, elegant residences, churches and school-houses, which through the will and energy of its people has grown and prospered despite the ravages of fire and flood, on the borders of the Great American desert, seven hundred miles from the frontier.

VIEW FROM DENVER.

The view from Denver and its vicinity is wonderful and grand. Pike's and Long's Peaks, with over two hundred miles of the snow capped range,

are plainly visible through the clear mountain atmosphere, with the shadows of the passing clouds lighting and shading in rapid succession and infinite variety their seamed and broken surfaces. The continual panorama ever passing, presenting new and beautiful scenes only to be succeeded by others possessing greater claims for the artist and lover of nature, keeps the mind forever filled with images of the sublime and beautiful.

Writers both ancient and modern have depleted language of all adjectives and superlatives in their efforts to paint the sunsets of Italy; Denver has improved upon the old world style of putting Sol to sleep, and connoisseurs in such matters declare the improvement to be perfect and complete.

NEWSPAPERS.

One Democratic and two Republican papers are published daily and weekly for the enlightenment of Denver's citizens, besides a large number of the outside world.

The *Rocky Mountain News* (Republican) is the pioneer paper of the country, having been first issued in April 1859. It has a larger circulation in the territory than any other paper. This, together with the fact of its being the official paper, added to the idea which its perusal infuses of life and energy, gives this ably conducted journal no small voice in the affairs of the city and territory. Byers & Daily, editors and proprietors. W. R. Thomas and J. E. Hood associate editors. Just here, in connection, we take pleasure in acknowledging our indebtedness to the gentlemen connect-

ed with the *News*, more particularly Mr. Thomas, for the valuable information and statistics so kindly furnished for this account of Colorado and Denver.

The *Colorado Tribune*, (Republican) a live and interesting paper, is published daily and weekly by Woodbury & Walker, editors and proprietors. Started in 1867.

The *Rocky Mountain Herald* (Democrat) is published daily and weekly by O. J. Holdrick, editor and proprietor, assisted by Chas. E. Harrington, associate editor. The *Herald* started as a weekly in 1868 and daily in 1870. In the old Democratic ranks it wields no inconsiderable influence

CHURCHES, SOCIETIES, &c.

Denver contain six churches, several of them imposing brick structures, belonging to the Baptist, Catholic, Congregational, Episcopal, Methodist and Presbyterian denominations, respectively. The Catholics have one convent, and the Episcopalians and Methodists each large seminaries, beside which there are two free and several select schools. There are two first class flouring mills, two plaining mills, sash and door factories, gunsmiths, jewelers, and numerous other artisans necessary to a young and growing city. The Masonic fraternity are represented by Colorado Commandery No 1, Knights Templar, Denver City chapter No 2, Denver and Union Lodges; the I. O. O. F. by Denver Encampment No 2, Union Lodge No 1, and Denver Lodge No 4; and the Good Templars by Denver Lodge No. 12, Good Samaritan Lodge No. 37 and Unity Lodge No

23.

STAGE LINES.

Following are the different stage lines making Denver their centre and point of departure; Barlow, Sanders & Co., tri-weekly, four horse coach leaves Denver, Monday, Wednesday and Friday, at 8 A. M. for Pueblo 150 miles, Trinidad 225 miles, Fort Lyon 300 miles, Bent's Old Fort 400 miles, and Santa Fe 450 miles distant. John Hughes & Co. run double, daily, six horse coaches, leaving Denver at 7 A. M. to Mt. Vernon 14 miles, Junction 22 miles, Idaho 35 miles, Fall River 38 miles, Mill City 41 miles, Downville 45 miles, and Georgetown 51 miles. On this route, unexcelled for its beautiful scenery and good roads, at Idaho, the tourists find mineral springs, with warm, soda and sulphur baths. This is a popular and pleasant resort for the pleasure seeker as well as the invalid. At Fall river, another delightful retreat for the hot months, the visitor finds fine trout fishing and good mountain scenery; among the last a good view of the remarkable profile of "the old man of the mountain." Here are also located some placer mines on the river bars, which are being extensively worked at Mill City. Downville and Georgetown gold and silver mines are being worked and rapidly developed. The last named place is prettily located just at the foot of the snowy range.

The same company run a double daily line of six horse coaches to Golden City 14 miles, Guy House 24 miles, Central City and Black Hawk 40 miles, distant. Golden City is situated at the immediate base of the mountains and is quite a thriving town. It possesses

the only vein of clay suitable for pottery and fire brick yet discovered in the territory. The manufacture of these two articles is carried on extensively at this place. The road near Central City runs through a canyon six miles, with mines of the precious metals on each side. At this point is located Hill's smelting and reduction works, the largest in the country.

The same company run a tri-weekly four-horse line of coaches, leaving Denver on Monday, Wednesday and Friday, at 7 A. M., for Red Rock, 14 miles; Junction, 28 miles; Nickerson, 40 miles; Slatts, 48 miles; Hepburn, 55 miles; Kenosha House, 64 miles; Hamilton, 78 miles; Fair Play, 90 miles, and Buckskin, 98 miles distant. The last three-named places are situated in the singularly formed, high-elevated plateau known as the

SOUTH PARK.

It was a remarkable freak of nature to locate a beautiful park, containing 100 square miles at an elevation of 10,000 feet above tide level, and combining a list of charms for the stock grower, the miner, the voluptuary, the artist and the invalid, unequaled by any other place in the world. At Fair Play our St. Louis friends will find their genial, whole-souled fellow-citizen, Judge Castello, as hale and hearty as ever, and who will take the stranger in against his will, and surfeit him on brook trout of his own catching, and other like strange delicacies to us who live in the lowlands.

Denver, in conclusion, possesses all the necessary elements for the growth of a great city, in the extensive and

fertile fields for agriculture, facilities for manufacturing, a great, convenient and increasing market for its merchandise and products, and a salubrious climate. The climatic conditions are peculiarly favorable to consumptives, who are not in the confirmed stage of the disease; and to all asthmatic and bronchial complaints. To the two latter it affords instantaneous relief and rapid and permanent cure.

DENVER PACIFIC RAILWAY.

STATIONS AND DISTANCES.

| | | |
|----------|---------------|-----|
| 106..... | Denver | |
| 89..... | Hughes | 17 |
| 75..... | Johnson..... | 31 |
| 59..... | Evans..... | 47 |
| 55..... | Greeley..... | 51 |
| 41..... | Pierce..... | 65 |
| 21..... | Carr..... | 85 |
| 10..... | Summit..... | 96 |
| | Cheyenne..... | 106 |

Casting long, lingering looks of regret upon the distant spires and house tops of the pleasant city of Denver, fast fading from our view, we are once more seated behind the iron horse and resume our journey to the Pacific. The two or three days spent (imaginatively) in and around this Eden, impart an additional zest to our prospective ride, and our spirits rise in unison with the speed of our fiery steed. The fresh morning breeze, laden with the breath of the flowers and pines of the mountains, suggest a new lease of life, and a buoyancy requiring the addition only of wings to elevate us vulgar crawlers to monarchs of the air. Rushing headlong over the green velvety carpet, covering the rich valley of the Platte, rounding the quiet ruminating cattle with occasional shrill snorts, we gain hasty and

unsatisfactory glimpses of the fair grounds and race park on our right, and the white walls of the Golden City, modestly shrinking beneath the shadows of the grim mountains, fourteen miles to our left. Running parallel to the old emigrant road, which, in many places keeps us company, rich farms and stock ranches rise up like magic from the grassy lawn, linger a few moments in sight and then sink as quickly beneath the horizon in our rear. Seventeen miles through this fertile valley brings us to

HUGHES,

At present a small station, but being the nucleus for a large portion of the surrounding country, bids fair in time to attain the respectability of a country village.

Continuing our route through the same stretch of farming and grazing lands for fifteen miles, we reach Johnson, a water and freight station, which will in a short time prove a place of much importance, being the most convenient point of access from the road to Boulder City, and the rich alluvial bottom lands of Boulder Creek, Coal Creek and St. Vrain, all lying west of the road and beyond the Platte. Following the course of the river a distance of sixteen miles, we cross it on a substantial trestle bridge, near 1,000 feet in length, and arrive at the little village of

EVANS.

This place was for several months the temporary terminus of the road, in consequence of the difficulty and delay in bridging the South Platte. The nucleus of a town is already gathered,

and about 400 people make this their abiding place. The town is prettily located and there is no reason why the products of the Big and Little Thompson valleys, which necessarily must become tributary to it, should not in course of time impart vigor and life sufficient to entitle it to more than a passing notice.

Leaving the Platte to our right, though still lingering in sight of the cottonwoods lining its banks, we pursue our course over a gently undulating prairie four miles to the active, go ahead town of

GREELEY.

Our European cousins, when visiting America, are frequently astonished at the almost magical growth of our towns and cities; when the fact, becomes known that four months ago upon the presents site Greeley, one house alone had been erected, and at this writing two hundred and fifty houses, affording shelter to 1,200 people, greet the eye of the traveler—we ourselves may halt in wonder and surprise at such an evidence of energy.

On the 25th day of April last, the census of Greeley footed up six souls all told; on the Fourth of July her 1,200 citizens entertained their more aristocratic neighbors of Denver with an old fashioned barbecue, Declaration of Independence, oration and ball, accompanied with fire crackers and burnt powder *ad lib*. If this don't entitle her to the champion belt for "get up" no other place need enter claims. The site of their settlement is well situated in the rich fertile valley, bounded on the north by the *Cache a la Poudre* and on the east and south by the Platte. No bet.

ter farming land can be found, and in evidence of that fact the valley of the first named stream is so thickly settled that the farms join each other for fifty miles. Already rows of trees have been set out on all the streets, and a large ditch, twelve miles in length, conveying water from the Cache a la Poudre, completed, furnishing the town with a liberal supply of good water for domestic purposes. Other works of a public nature have been commenced and are being pushed forward with energy; while new churches, schools, stores and dwelling houses are coming up like mushrooms. Mr. N. C. Meeker, for many years the agricultural editor of the New York Tribune, is the projector and father of this colony. Out of respect for the distinguished proprietor of the Tribune, the place was named Greeley.

Crossing the Cache a la Poudre, a beautiful mountain stream, having its source near Long's Peak, seventy miles distant, we leave the rich bottom land, our route passing over a portion of the Great American Desert. On each side of the track numerous

PRAIRIE DOG VILLAGES, over-stocked with inhabitants, meet the eye. As the train approaches, scores of the citizens, who have been out attending ward meetings, or females out tea drinking scamper back to their respective dwellings to protect their castles and children from the fire-breathing monster. Down into their subterranean domiciles they whisk to see that everything is safe, and then, curiosity getting the better of them, stick their heads out of the door to see what in the thunder all this fuss is about. It is a well authenticated fact that owls and rattle-

snakes, assuming the prerogative of God-like man, that might is right, billet themselves on the worthy little burghers for a month's board and lodging; and if perchance the bill of fare should not suit their epicurean tastes, make a breakfast off the landlord's children and kick him out of the house. Fourteen miles through the streets and avenues of the dog villages brings us to Pierce, a small water station, where our stop is brief; sufficiently long, however, to see the only house in sight—a water tank.

During the ride of twenty miles from Pierce to Carr, another unimportant station, frequent herds of antelopes are seen on both sides of the road. The curiosity of woman is only equalled by this silly animal. As in the case of the opposite sex, this distinguishing characteristic frequently leads to bad results in the antelope, and often cuts short its existence. With head erect, they stand gazing curiously at the terrible monster, rushing with fire and smoke through their domain, utterly regardless of the bang, bang fusillade kept up by the thoughtless passengers. A favorite mode of hunting the antelope is to hide behind the sage bush and rig a red handkerchief on a ramrod, the hunter knowing that this predominant trait will ensure the near approach of any of the animals who may happen to catch a glimpse of the red fluttering rag. Experience teaches us that calico and red ribbons flaunted in the face of the gentler sex frequently lead them into the matrimonial trap, and thereby the simile is complete.

In the neighborhood of Carr Station, and from the cars, can be seen the remarkable

NATURAL FORT.

This curiosity, presenting the appearance of a ruined fort, with its angles, bastions and embrasures for guns, is a strata of sandstone rising from the surface ten or twelve feet high, and about eight hundred feet in length. In the primeval or antediluvian ages, while nature was in convulsions, this strata of stone, by mistake, probably, was crowded out of its original recumbent position and stood on edge. Since then the action of water and the storms of centuries have chiseled and worked at it until it presents the warlike appearance of a ruined stronghold. Lovers of the curious (women and antelopes) doubtless take much pleasure in a close examination of this wonder, but a nearer view than the one we obtained we fear would detract from its interest.

Not halting to the challenge given by the cowardly coyote, a self appointed sentinel of the battered ramparts, we hurry on ten miles to Summit Siding, which is but a side track for the convenience of passing trains. Since leaving Greeley the country is entirely barren of timber and water, and there is nothing to relieve the monotony of grass and sky, save prairie dogs and antelopes. The Rocky mountains that have been in plain view on our left from the time of leaving Denver till reaching

this place, have faded away in the distance, and the Snowy Range gives place to the dark, frowning Black Hills that loweringly loom up from the plain seventy miles distant. Long's Peak, the grim sentinel stationed on the right flank of the Snowy, is dimly seen through the flitting clouds hovering around its lofty summit. Good bye Colorado! with a whirl and a rush we dash across your boundary line into Wyoming, and fail to discover, even with the aid of a good magnifying glass, the pretty little dots our geography says separate you two embryo states. Atlas makers take wonderful license with their caterpillar mountains and crochet boundaries, but we presume it's all right until one learns better. Ten miles beyond Summit we run into the depot at

CHEYENNE,

and hearing the pleasant announcement of "one hour for dinner" we purpose occupying a portion of that time in stretching our legs and looking at the town.

Having satisfied the savage appetite conjured up by our pleasant ride from Denver, we have sufficient time left, before the arrival of the western bound train, for a constitutional and a survey of the town.

COLORADO THE PARADISE OF TOURISTS AND SPORTSMEN.

Before taking final leave of Colorado for our long ride to the Pacific Coast, it will not be out of place to refer to the wonderful attractions of this country for the artist, the lover of nature in her wildest and grandest moods, the tourist and sportsman. Perhaps no portion of the American Continent furnishes such strong and varied attractions as this same Territory of Colorado. Her mountain scenery, where the vast domes and pinnacles pierce the clouds, and wear upon their glistening summits an eternal diadem of ice and snow, richly entitle her to be called the Switzerland of America. Between these huge walls of granite, skirted with evergreens and crowned with snow, are vast and beautiful "Parks," where natural fountains play and babbling brooks meander along through the green meadows and between the lofty trees. These "Parks" are the wonder and joy of all who visit this strange and beautiful country.

A pleasant writer, in describing his return to Denver from the South Park, says that the going out of the mountains was very fine. The several miles through Turkey Creek Canyon, the road winding along with the stream at the bottom of a high gorge of rocks, were fresh and exhilarating; we had gone around canyons before, painfully and laboriously; now to follow one by a narrow but firm road offered new and picturesque views.

Here we overlooked the grand ocean of the plains, and came upon the struggles of nature to leave off the mountains and begin plain. Along here, as at other points below, there seems to

have been a special and antagonistic fold thrown up almost abruptly from the level plain. Pike's Peak, which is distinct from the main range, is the chief endeavor or culmination of this throes of the formation. And around it, as here, are grouped monuments, or remains of mountains, alike grotesque, commanding, impressive; taking all shapes, and giving the thought that somebody greater and higher than man had made here a familiar home.

GARDEN OF THE GODS.

About 1½ miles west is a singular, wild and beautiful place, to which some poetic individual has given the title which heads this paragraph. Several rocks, or rather, two high ridges of rock, rise perpendicularly from the valley to the height of two hundred feet or more, but a few yards apart, forming a lofty enclosure, which embraces a beautiful miniature valley, that seems to nestle here away from the gaze of the passer-by, as though, like some timid damsel, it feared that its beauty would prove its destruction. Such has been its fate, as we are told that some unpoetical heathen has plowed up its virgin bosom and planted it with beets. There is little poetry in the heart when the stomach is empty.

SULPHUR SPRINGS.

These healing springs, several in number, are situated about three miles from Colorado City, near the source of the fountain *Qui la Bonille*, a small stream, which empties into the Arkansas river, near Pueblo. They are said to possess great medicinal virtues.

Not far off are some famous Soda Springs, the water of which has been

compared to that of the celebrated Congress Spring at Saratoga.

The Parks and mountains also abound with game. The disciples of Izaak Walton have abundant opportunities to delude the speckled beauties of the brook with their many colored flies; and the very great-grand sons of Nimrod can have a fair chance to bring a bag of grouse, a black tailed deer or a fat grizzly from the mountains. With its wonderful attractions of game and scenery, it will not be many years until multitudes of the pleasure-seekers will find Colorado a vast improvement upon Long Branch, Saratoga and a hundred other places where there is more waste of money than increase of health or happiness.

RAILWAY LANDS.

It is also proper to mention in this connection, that the Denver Pacific Railway has a donation of lands along its line amounting to about 1,000,000 acres. These lands are for sale by the National Land Company, whose Western office is at Denver, under the direction of Wm. N. Byers as general manager. This company has acquired an enviable reputation by their efforts to supply immigrants with good lands at low prices,

and at the same time assist them to reach their future homes at little more than a nominal cost when compared with the regular rates of railway fare. Through this agency, the large colony at Greeley were brought from their eastern homes, with their furniture and stock, at about half rates. They have also moved large German colonies to Southern Colorado, and many others have been settled through their auspices in Kansas and Colorado.

Colfax, a German colony, under the presidency of Carl Wulsten, an energetic and worthy man, was planted through the agency of this Company, about six months ago. The colony is located to the south of Denver, in the West Mountain valley, and originally consisted of one hundred and fifty persons. They already have 2,000 acres of land in cultivation, 800 of which have borne a magnificent crop of wheat.

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DISTANCES FROM OMAHA.

| | |
|----------------------|------|
| Cheyenne | 516 |
| Hazard | 522 |
| Otto | 530 |
| Granite Canyon | 535 |
| Buford | 542 |
| Sherman | 549 |
| Harney | 557 |
| Red Buttes | 564 |
| Fort Saunders | 570 |
| Laramie | 572 |
| Wyoming | 588 |
| Cooper's Lake | 602 |
| Lookout | 607 |
| Miser | 615 |
| Rock Creek | 624 |
| Como | 640 |
| Medicine Bow | 647 |
| Carbon | 656 |
| Simpson | 662 |
| Percy | 668 |
| Dana | 674 |
| St. Mary's | 682 |
| Benton | 697 |
| Greenville | 703 |
| Rawlins | 710 |
| Separation | 724 |
| Creston | 738 |
| Wash-a-kie | 753 |
| Red Desert | 762 |
| Table Rock | 775 |
| Bitter Creek | 785 |
| Black Buttes | 794 |
| Point of Rocks | 806 |
| Salt Wells | 818 |
| Rock Springs | 832 |
| Green River | 846 |
| Bryan | 860 |
| Granger | 877 |
| Church Buttes | 818 |
| Carter | 905 |
| Bridger | 915 |
| Piedmont | 930 |
| Aspen | 939 |
| Evanston | 957 |
| Wasatch | 968 |
| Castle Rock | 976 |
| Echo | 993 |
| Weber | 1008 |
| Devil's Gate | 1020 |
| Utah | 1024 |
| Ogden | 1032 |

CHEYENNE,

Located in the extreme south-east corner of Wyoming Territory, was for many months a stumbling block in the way of the Union Pacific Railroad, and in consequence the temporary terminus of the road. Honest men, from many sections of the country, flocked hither to brave the discomforts and dangers of pioneer life, in the effort to turn an honest greenback, dishonest men, ruffians, rogues, and rascals, swooped down in vulture-like crowds to filch from them the aforesaid honest green, back, and smear their hands in blood.

When at the high tide of success not less than six thousand men and women, representing all grades in the scale of honesty and dishonesty, had pitched their tents at this place.

Legitimate trade prospered, and more than one man made his "Jack," while scores of dance houses, gambling hells and tarantula juice shanties, "from early dawn to dewey eve," wiled the weary wayfarer to mingle in scenes and orgies that should bring blushes to the face of a demon. Human life, was held so cheap that too much gravity, or one flapjack too many, was considered good ground for ordering a "wooden overcoat," and the usual morning salutation was, "well, who bit the dust last night." An old inhabitant, in describing to me this reign of terror, remarked that there were no laws, no order, no religion, no *nothing*, and it was a thousand miles to any place.

This state of things could not last always, or we should now have to chronicle the total extermination of the brave man rare in this region. One bright morning the *chevaliers d'industrie*,

through their bleared and bloodshot eyes, saw dangling to the telegraph poles, four of their boon companions, with placards attached, advising, in pleasantly couched language, certain individuals to seek other fields of fortune at once, or other poles would be adorned with their swinging carcasses. This wholesome dose of a vigilance committee, and the advancement of the road, had the desired effect, and very soon Cheyenne was relieved of the ruffian horde by their emigration to other scenes of gambling glory. Society now having assumed a healthy tone, and business pursuing its legitimate channels, a few more years will find the town enjoying the prominence and prosperity it well deserves. Besides having a large scope of country tributary to it, the military posts of Forts Russell, Laramie, Fetterman, Casper, Reno, Phil Kearney and Smith, all embraced within a radius of 170 miles, have their stores and supplies shipped from this point

Among the several manufactures that have sprung up at this place, none are so liberally patronized, especially by our lady friends and passengers, as that of Joslyn & Park, who are largely engaged in the manufacture of

MOSS AGATE JEWELRY.

The tempting and beautiful display is too much for the dear creatures, and many an artistically set agate ring, or other trinket, purchased in these Western wilds, grace the fair form of woman in the Atlantic cities. Our theory of the production of these singular stones is that of photography, executed by Nature in her own gallery and laboratory. If the stone is closely examined,

it will be observed that, instead of moss, it shows a minute, but perfect, copy of the sage bush. In the region of country where found, moss is very rare, while the entire surface of the country is covered with a thick growth of sage. If man, with chemically prepared paper, and other substances, can reproduce images by the refraction of light, why then is it impossible for Nature, substituting reflected rays, through the agency of the clouds, for the camera, to produce, in her own gallery, miniature photographs of surrounding objects? It certainly looks plausible, and we beg to suggest that some philosopher take the matter in hand and work it out.

But while we stand here theorizing and speculating, the Union Pacific train has arrived and is ready to carry us on our journey. Predicting a prosperous future for Cheyenne, we settle down in our seats once more, with faces turned toward sundown.

CROSSING CROW CREEK.

With Fort D. A. Russell in full view, a six mile run brings us to Hazard, where we commence ascending the Black Hills. Eight miles beyond, at Otto, we have gained an altitude of 6852 feet, and 561 feet above the last station. The puffing and tugging of our engine assures us it is not easy to pull six or eight loaded cars up a grade seventy feet to the mile.

Six miles from Otto, an extensive quarry is being worked, supplying Cheyenne with all its building stone.

THE SNOW 'SENGEL

On each side of our track, indicate that every precaution has been taken to prevent the interruption of busi-

ness from snow drifts. It is a peculiarity of this locality, that snow rarely falls more than five or six inches in depth, but it is so fine and dry, that the wind whirls and eddies it into drifts frequently twenty feet deep, and it packs as solidly as ice.

Nineteen miles beyond, through deep cuts of rocks and long lines of snow fences, we reach our highest altitude, at

SHERMAN,

Eight thousand two hundred and thirty-five feet above tide water.

One naturally expects, when reaching the summit of so grand a range of mountains, to look down upon wild, deep gorges, and around upon giant peaks, capped with snow and wrapped in fleecy clouds; but, instead, we gaze over an unbroken plain, with here and there a scrubby growth of evergreens. The strange, quiet sublimity of this spot is calculated to impart more intense feelings of awe, and place the enthusiast in closer *rapport* with the Creator, than any grand mountain scenery in existence. The company's round house, located here for repairing rolling stock, forms the nucleus of a little hamlet, containing probably two hundred souls. The immediate vicinity of Sherman possesses charms for the sportsman unequaled by any other point on the entire route. The numerous brooks and streams swarm with sparkling trout, and the surrounding hills abound with black tailed deer, elk, antelope and bear, with sage hens and grouse to fill up the cracks.

DALE CREEK BRIDGE,

Three miles from Sherman, is a novel

and beautiful success of the engineer's art. Six hundred and fifty feet long, and one hundred and twenty-six feet high, it spans, at one leap, the wild mountain gorge. Supported on trestles, and secured by numerous braces, anchored in the firm rock, it presents, at first glance, the idea of a monster Chinese puzzle. The company should increase its popularity by halting every train "thirty minutes for trouting" at Dale Creek Bridge, for it is certainly the most enticing spot on the road. Hurrying along, on our downward grade, with steam shut off and breaks put on, eight miles bring us to Harney, an unimportant side track. Soon after leaving this station we commence crossing the Laramie Plains, one of the finest stock growing regions in this section of country. On our right, in plain view, is an old landmark.

THE RED BUTTES,

well known to all emigrants who have crossed the "Plains." The Buttes consists of a series of red sandstone cliffs, rising from the plain five hundred or one thousand feet high. The action of water, together with battling the elements and storms for thousands of years, has worn their surface into every conceivable shape and pattern. The ancient castle, with ruined towers and walls, looks scornfully down upon a dog kennel, with all the modern improvements. Majestic moss-covered Cathedrals are flanked, on the one side by second-hand pyramids, and on the other by recently finished corn cribs. Let the imagination have full play when passing here, and the mind will be well stored with ancient, modern and fantastic styles of architecture.

PORT SANDERS,

Twenty-one miles beyond, is a side track station located for the convenience of reshipping stores for this post. Two miles more on our journey and we are rive at

LARAMIE CITY.

A place of considerable prominence and, for awhile, during its early history, cursed with the same desperadoes as Cheyenne. It is gratifying to know that, in the completion of the road, their occupation is gone, and their places have been filled by the bone and sinew of the hardy pioneer, whose honest toil is turning the desert into a fair garden. The company have erected large workshops and a round house here, giving employment to several hundred skilled mechanics. Among the many measures inaugurated by the directors of this road, evincing a kind and Christian spirit toward their employes, none speaks so highly in their favor as the establishment of a well appointed hospital at this place. Here, under the charge of Dr Latham, the invalid sufferer is cared for with attentive kindness, restored to health and strength, and ready to fight any man who says *that* corporation has no soul. The tourist will be well repaid by spending three or four days at Laramie, as the mountain scenery in the vicinity is grand, gloomy and peculiar.

Recent discoveries of valuable deposits of the precious metals in the neighboring range have already had an effect upon the town, promising, in time, a large increase in population and business.

Ruralizing and sight seeing at Laramie is all very pleasant, but "*business is business,*" and "*all aboard*"

finds us again in our seats rushing headlong over the plains, crossing Laramie River, and sixteen miles beyond finding ourselves at Wyoming Station. Crossing Little Laramie on a substantial bridge, we learn that the company has put the stream to practical use by rafting large quantities of ties from the mountains near its source. The scarcity of timber necessitated the Kansas Pacific purchasing large number of ties at this point and transporting them to Denver a distance of 140 miles. Fourteen miles beyond we reach,

COOPER'S LAKE STATION

deriving its name from the beautiful sheet of water a few miles west of the Station. Lookout, five miles, and Rock Creek, seventeen miles, are soon reached and checked off. Leaving the last named station a few miles in the rear, we pass

COMO LAKE,

noted for its beauty and abundance of fish. An addition to our party is made here, consisting of two rare specimens of ichthyology known to the natives as the Devils Own Fish, and the passengers with one accord indorse the appropriate christening. With a head bearing an ugly resemblance to the Mississippi catfish, two flippers having each five long skinny fingers, and an immense pair of flukes, put on wrong side up—these hideous monsters frequently reach two hundred pounds in weight. Their capacity for grass hoppers and young Utes is said to be immense.

MEDICINE BOW,

located on the western side of the river bearing a similar name, is twenty-three

miles beyond. The vicinity of the river abounds with game and has been, from time immemorial, a well known resort for the different tribes of Indians. Many treaties between our noble red brethren and the Great Father have, upon the banks of this stream, been ratified and signed by Spotted Tail, esq., Walk Under the Water esq., &c., "ministers penitentiary" enabling their young men to receive annual allowances of powder and ball to resist the encroachments of the blood-thirsty paleface.

AT CAMBON,

Nine miles beyond, the company have opened, and are extensively working large coal mines, supplying the intervening country between this point and Omaha. Several hundred miners are constantly employed, and the yield of the mines is near two hundred tons of coal per day. Rich coal beds extend for some distance on the line of the road and the supply is inexhaustible. The busy scene presented here is a rare and novel one, where for miles and miles around no indication of man's labor is found to break the monotony of this howling wilderness. Percy, ten miles from the last station, was in the early history of the road a great depot for ties and timber brought from Elk mountain, 7 or 8 miles to the south. Thundering down a wild ravine, with precipitous sides lining our track, we rush through a tunnel into the bottom lands of the North Platte and reach

BENTON,

Twenty-nine miles beyond. The old chimneys and debris scattered around mark the site of a once "red hot" town containing 3000 inhabitants. It has now

dwindled down to an insignificant side track for the convenience of Fort Fred Steele, located a few miles distant. South of our route, and in plain view, is a singularly formed granite ridge bearing the classic name of Hog's back, the scene many years ago of a sanguinary conflict between the Utes and Sioux, in which the latter lost all of their artillery and camp equipage, and only saved their hair and honor by tall walking. Thirteen miles west we arrive at Rawlins, an eating station, where among other mountain delicacies, the hungry traveler can regale himself upon delicious speckled trout.

Thirteen miles farther on, at Separation, we discover that we are tugging up the back bone of the Rocky Mountains.

CRESTON,

Fourteen miles distant, is located upon the extreme summit at an elevation of 7,000 feet above the level of the sea.

In the absence of any spring on this barren and waterless ridge, we suggest to the company the propriety of digging a well with two spouts, that the passengers may amuse themselves by dividing one bucket of water between the Pacific and Atlantic. Red Desert, 24 miles, and Table Rock, 13 miles, westward, are neither of them desirable places to locate, as all roving swarms of grasshoppers give them a wide berth.

The company have located a round house and workshop at Bitter Creek Station, ten miles beyond Table Rock, giving employment to near a hundred mechanics. The other "coons from Bitter Creek" have all emigrated, preferring saleratus in their bread instead of in the water. At Black Buttes, 9 miles,

and Point of Rock, 11 miles distant, immense coal fields have been discovered and are being rapidly developed. From the last named point, stages leave daily for the

SWEETWATER MINES,

which have of late gained much notoriety on account of their richness, and the difficulties with the Indians. When Mr. Lo can be induced to retire from the hair business, or emigrate to a more congenial clime, the yield from this rich mining district will be astonishing.

The country through which our route passes to Salt Wells, eleven miles, and Rock Spring, 14 miles beyond, is not particularly inviting, nor would we advise our worst enemy to take up his abode hereabouts.

GREEN RIVER.

thirteen miles from the last station is made prominent from being the starting point of Maj. Powell's Exploring Expedition. His report, so extensively published, of the hardships and dangers encountered by the small party of brave hardy men, solved the problem, and sealed the waters of the Colorado forever from all future navigators. Bryan, 18 miles distant, has connection with the Sweetwater Mines by a daily line of coaches, carrying the U. S. Mail and Express.

GRANGER,

Seventeen miles, and Carter's Station, twenty-eight miles beyond, are small unimportant freight and military stations; the latter being the nearest point on the railroad to Fort Bridger. Many rare and beautiful specimens of moss agate have been found near Carter's, and the inhabitants spend much of their time in searching for these beautiful stones. *Twenty-four miles from the last place*

we reach Piedmont and, continuing our ride nine miles beyond, arrive at

ASPEN,

elevated 7463 feet above the level of the tide water. This is the second highest point on the Union Pacific. Seventeen miles more bring us to Evanston, and following a charming little valley we dash through a tunnel and halt at

WASATCH STATION.

After thirty minutes to "wrestle with our hash"—and the best we have struck for many hundred miles—the Observation Car is attached to the rear of the train and all are on the *qui vive* for the grand scenery of

ECHO AND WEBER CANYONS.

Fortunately, having the personal acquaintance of Tommy Kahoon, our gentlemanly conductor, we obtained through him an introduction to the engineer and gladly accepted his invitation to a seat on the pilot of his engine until our arrival at Ogden. Tommy Kahoon, although a modest, unassuming gentleman, belongs to history, and we are not guilty of unnecessarily parading a private citizen in public print when relating an incident in his stirring life on the frontiers. About two years since, while on a traveling expedition, in company with two others, near Cheyenne, the party were attacked by a band of blood thirsty Indians. His two companions luckily escaped with slight wounds, while he was riddled with eleven arrows, one going entirely through his lungs. Supposing him to be dead, the red devils secured his scalp, and left his body a prey for the beasts of the field and birds of the air. His friends soon reappeared on the scene of the fight,

strongly reinforced, only to find Tommy's breathless body shorn of its dark brown locks. The feathery shaft of the arrow was cut off and *drawn through his lungs*. Evidences of life being apparent he was removed to Cheyenne, and after a confinement of nearly twelve months, he turns up one of the best conductors and cleverest fellows on the entire road.

Taking our seat on the pilot, the bell ringing, we slowly move off from the depot. Our speed increasing at each puff of the engine, with cap tightly pulled down, we hurry over the divide and dash through a tunnel 770 feet long, and enter

ECHO CANYON

at Castle Rock. Whirling down the Canyon through scenes too grand for tame lampblack and old rags, we soon reach Hanging Rock, a prominent landmark, and said to have been used by Brigham Young on the occasion of his first sermon to the faithful after arriving at Zion. The magnificent and sublime views crowd so thick and fast upon us, while rushing down this wild pass, that it is impossible to think of descriptions. Six miles from Hanging Rock can be seen, a thousand feet above, the old Mormon Fortifications, with many of the boulders rolled from the heights lying near the road. After completing their works the sharpshooters tried their skill on an over venturesome Irishman, who set himself up as a target a thousand feet below. Three shots were sufficient to test their skill and the range of their pieces. The Irishman's grave may be seen just to the right of the track. Twenty-five miles from Wasatch bring us to

ECHO CITY.

The sportsman can here find hunting and fishing without limit. About eight miles beyond Echo we pass the

ONE THOUSAND MILE TREE, a lone pine, that has escaped both the storm and the emigrant's axe. Two miles through the narrows we enter

WEBER CANYON.

The nomenclature of different points of interest in this canyon suggest a warm intimacy between the christener and the gentleman who presides over that place of *perpetual unpleasantness*. Gazing for a moment with wonder at the Devil's Slide, where the old gentleman must have put on the brakes powerful tight to save the crystal of his watch, we are hurried across a bridge, elevated fifty feet above the foaming whirlpools and rapids at the entrance of Devil's Gate. "The place is very appropriately named," suggests my friend on the right, "but it's the first time I ever heard of a route to Hell by water." Passengers having a preference to water transportation over railroad will do well to make a note of this.

Hurrying through this wild broken pass with its brimstone names, suggestive of "*matches not made in heaven*" we arrive at

UINTAH,

where, if so inclined, passengers can avail themselves of the opportunity offered by two competing stage lines, of an overland trip via Parley's Pass to New Zion, 80 miles distant.

With glimpses of Salt Lake Valley, and frequent whiffs of salt water, we roll along beside the river bank for eight miles and find ourselves at

OGDEN,

the terminus of the Union Pacific R. R.

and at this point we transfer our acquaintance with the gentlemanly officials of the U. P., together with the "memries around which cluster" to the kind and tender mercies of the Central Pacific R. R. With such men as Prest. Stanford and Supt. Towne at the helm, backed up by several regiments of accessories in the shape of Conductors, Engineers, &c., &c., all fully up to the mark, in their different positions, we take our seats in the Central Pacific cars, feeling fully satisfied that the journey will be safely and pleasantly completed.

Ogden is snugly nestled under the shadow of the Wasatch mountains at the north end of Salt Lake Valley. The older and larger portion of the town is situated on the bench immediately at the foot of the mountains, while the Depot and railroad settlement lies a mile or two farther South, and several miles from Great Salt Lake, which is in plain view from the Station. The old town is principally inhabited by Mormons, and the new town by railroad employes and machinists.

THE "SEA OF MYSTERY,"

as the Great Lake is called, extends in a southerly direction over a hundred miles and about forty-five miles in width. Numerous islands rise from the surface of the Lake to an altitude approaching the surrounding mountains. Antelope Island, the largest, is fifteen miles long and six miles wide. Stansberry Island, embracing an area of twenty seven miles in circumference, towers up in a peak to the height of 8,000 feet. The waters of the Jordan, Weber, Ogden and Bear rivers, all sweet, pure mountain streams, empty into the Lake,

which has no outlet. The water contains twenty per cent of salt, and the supply of this article is inexhaustible. Thirty six miles from Ogden, at the present terminus of the Utah Central R. R.

SALT LAKE CITY,

Is situated.

This road was built and stocked without a dollar of outside aid, and in the peculiar co-operative method adopted by the Mormons in all their public work. A ride of two hours through the fertile valley, in a high state of culture, dotted here and there by pleasant thrifty villages, is welcome and refreshing to the tired traveler, after days of sandy deserts and mountain travel. The City, being the headquarters of the Church, which is both the religion and the law of this people, is the largest in the Territory — said to contain twenty-five thousand inhabitants. The lots are all laid out into ten acres each, and the streets running at right angles are 135 feet wide. Instead of using the street-gutters for drainage, they are employed in bringing pure fresh mountain water to each and every man's door, for domestic and irrigating purposes. It is no uncommon sight to witness a thirsty man down on his hands and knees drinking from the gutter. Rows of walnut, maple, locust and other shade trees, have been planted on each side of the streets alongside of the gutters, and the pleasant shady avenues, bordering the thrifty gardens and fruit trees, greet the dusty and smoked traveler with an unexpected and grateful welcome.

THE TABERNACLE,

The principal and central place of worship is a remarkable building of

elliptical form, 250 feet long and 150 feet wide, with a ceiling 62 feet from the floor. The circular roof is supported by heavy sand stone pillars, 9 feet high, and covers probably the largest hall in the world, unsupported by columns inside the building. The Tabernacle has a capacity to seat between 11,000 and 12,000 persons. The great organ, the third largest in size on the continent, was built entirely by Mormon artificers, and is complete in every thing with immense volume of sound. The dimensions of

THE TEMPLE

are 186½ feet long by 99 feet wide, with three towers at each end, the centre ones to be 200 feet high. The site covers an area of 21,850 feet. Save the completion of the heavy foundation walls but little work has been done on the building. The Theatre is a stone structure 172 feet long and 80 feet wide, with a capacity to seat 1,700 people. The Council House, Court House and City Hall are well built and conveniently located.

PRESIDENT BRIGHAM YOUNG'S

residence, with adjoining offices, is the most important and imposing structure outside of those mentioned, and is made prominent by the carved lion and beehive, and its surrounding cobble stone wall. There are other and many fine private residences besides, owned by the President's brother and the prominent officers of the church.

A week or more could be pleasantly spent sight seeing in and around the city. Emigration and Parley's Canyons, the Hot Springs, Utah Lake and many other points of less note are well worthy a visit. The

streams in the vicinity abound with trout.

UTAH,

The Surface of this territory is an immense basin elevated 4,000 to 5,000 feet above the sea, surrounded on all sides by mountains 8,000 to 10,000 feet high, and subdivided by transverse ridges.

The rim of the basin is formed on the North by the mountains of Oregon, on the East and South by the sub-ranges of the Rocky Mountains, and on the West by the Sierra Nevada. At some remote period this great basin was evidently an inland sea. The bench formation a system of water works, is found in every valley, while detached and parallel blocks of mountain trending almost invariably North and South, were in geological ages rock islands rising above the waters. Between these primitive and metamorphic ridges lie the secondary basins whose average width may be 15 or 20 miles. They open into one another by canyons and passes, and are often separated longitudinally by smaller divisions running East and West, thus converting one extended strip of secondary, into a system of tertiary valleys. Two great mountain chain runs transversely across from the territory North-east to South-west. The northern most is the Humboldt range, 6,006 feet high; the southern is the prolongation of the Wahsatch range which has an elevation of nearly 12,000 feet. The watershed of the basin is toward the North, South, East and West, chiefly through the affluents of the Columbia and Colorado. Lakes are numerous, two nearly parallel chains of them extending across the country from North

V to South. The Eastern chain begins at the North with the Great Salt Lake, the small lakes of the Wasatch, the Utah, the Niccollet and the Little Salt Lake. All these are fed by the streams that flow from the western counter slope of the Wasatch mountains. The other chain consists of Mud, Pyramid, Carson, Moose and Walker lakes, which receive the waters flowing from the eastern slope of the Sierra Nevada.

There are many thermal springs in the territory, some of which discharge strong brine, some are sulphurous and others chalybeate.

The rocks of Utah are mostly primitive granite, jasper, syenite, hornblende and porphyry, with various quartzes. Volcanic action is indicated by the presence of obsidian, scoriae and lava. Marble of every kind and texture is found in large masses. Iron of excellent quality is abundant, and gold, silver, copper, lead and zinc have been found. The recent discoveries of rich gold and silver leads near Salt Lake City have caused considerable excitement. Bituminous coal exists in inexhaustible quantities, as also sulphur and saleratus; and alum, borax and petroleum have been discovered. Among the precious stones that have been found are rubies, emeralds, chalcedony, sardonyx, cornelian and agates.

The vegetation of Utah is not luxuriant. Timber is scarce except on the mountains, where there are extensive forests of pine and fir. The lower canyons and river bottoms produce willow, scrub maple, box elder, aspen, birch, cottonwood, and in the southeastern part of the territory, spruce and dwarf ash. Among the peculiar natural pro-

ducts is a fine bunch grass, which lives and grows through the winter and furnishes food for cattle at all seasons.

The great elevation of Utah above the sea, and the immense masses of snow covered mountains that surround it, exercise a material effect upon the climate. The air is highly rarified, so that new comers suffer from difficulty of breathing, and after violent exercise experience nausea and fainting. The weather is changeable and during much of the year is very bleak. Spring opens in the valley with great suddenness, and the summer is hot, though the mornings and evenings are usually cooled by breezes from the mountains.

The winter is severe, with high winds, and deep snows which lie in the canyons throughout the year.

The soil of Utah is, in general, hard dry, and barren; not more than one fourth is fit for tillage, though in some places extraordinarily large crops have been raised. It is claimed that land near Utah Lake has yielded from 60 to 100 bushels of wheat per acre. The principal crops are wheat, buckwheat, oats, barley, corn, all the fruits and vegetables of the Temperate Zone, and flax, hemp, and linseed in abundance. The warmest and most fertile lands are on the benches above the lower valleys. The alkaline nature of the soil is injurious to vegetation, though potatoes, squashes and melons, are made sweeter by a small admixture of it. The valleys supply plentiful pasturage in the winter, and as spring advances, and the snow disappears on the hills, the flocks and herds find ample forage on the bunch grass.

Returning to Ogden, we renew our journey to the Pacific Coast.

CENTRAL PACIFIC RAILROAD.

STATIONS AND DISTANCES.

| | | | | | |
|----------|----------------------|-----|--|--------------------|-----|
| 881..... | Ogden..... | 25 | 312..... | Clark's..... | 569 |
| 866..... | Corrine..... | 25 | 300..... | Camp 37..... | 581 |
| 820..... | Promontory..... | 61 | 292..... | Reno..... | 589 |
| 807..... | Monument..... | 74 | 281..... | Verdi..... | 600 |
| 790..... | Kelton..... | 91 | 266..... | Boca..... | 615 |
| 759..... | Terrace..... | 122 | 258..... | Truckee..... | 623 |
| 748..... | Bovine..... | 133 | 243..... | Summit..... | 638 |
| 725..... | Tecoma..... | 156 | 237..... | Cascade..... | 644 |
| 715..... | Montello..... | 166 | 280..... | Cisco..... | 651 |
| 705..... | Loray..... | 175 | 221..... | Emigrant Gap..... | 660 |
| 697..... | Toano..... | 184 | 218..... | Blue Canyon..... | 665 |
| 689..... | Pequop..... | 192 | 207..... | Alta..... | 674 |
| 677..... | Independence..... | 204 | 205..... | Dutch Flat..... | 676 |
| 673..... | Moore's..... | 208 | 202..... | Gold Run..... | 679 |
| 669..... | Cedar..... | 212 | 192..... | Colfax..... | 689 |
| 663..... | Wells..... | 218 | 174..... | Auburn..... | 707 |
| 655..... | Tulasco..... | 226 | 169..... | Newcastle..... | 712 |
| 643..... | Deeth..... | 238 | 162..... | Pino..... | 719 |
| 626..... | Halleck..... | 255 | 160..... | Rocklin..... | 721 |
| 616..... | Osino..... | 265 | 156..... | Junction..... | 725 |
| 606..... | Elko..... | 275 | 146..... | Arcade..... | 735 |
| 594..... | Moleen..... | 287 | 138..... | Sacramento..... | 743 |
| 583..... | Carlin..... | 298 | 112..... | Galt..... | 769 |
| 573..... | Palisade..... | 308 | 91..... | Stockton..... | 790 |
| 555..... | Beowawe..... | 326 | 81..... | Lathrop..... | 800 |
| 545..... | Shoshone..... | 336 | 74..... | Bantas..... | 807 |
| 534..... | Argenta..... | 347 | 69..... | Ellis..... | 812 |
| 517..... | Battle Mountain..... | 364 | 47..... | Livermore..... | 834 |
| 503..... | Stone House..... | 378 | 41..... | Pleasanton..... | 840 |
| 491..... | Iron Point..... | 390 | 47..... | Niles..... | 852 |
| 479..... | Golconda..... | 402 | 29..... | San Jose..... | 869 |
| 467..... | Tule..... | 414 | 6..... | Oakland..... | 875 |
| 462..... | Winnemucca..... | 419 | | San Francisco..... | 881 |
| 451..... | Rose Creek..... | 430 | <p>Leaving Ogden, the road skirts the shores of the Great Lake, with the Wasatch mountains towering upon our right, and a run of 9 miles brings us to Bonneville, a thrifty Mormon village. At the foot of a spur of the mountains, the hot springs, strongly impregnated with sulphur and other minerals, boil up and clearly justify their name by the cloud of steam rising from the water. Fifteen</p> | | |
| 441..... | Raspberry Creek..... | 440 | | | |
| 434..... | Mill City..... | 447 | | | |
| 422..... | Humboldt..... | 459 | | | |
| 411..... | Rye Patch..... | 470 | | | |
| 400..... | Oreana..... | 481 | | | |
| 389..... | Locklock's..... | 492 | | | |
| 373..... | Brown's..... | 508 | | | |
| 361..... | White Plains..... | 520 | | | |
| 346..... | Hot Springs..... | 535 | | | |
| 335..... | Desert..... | 546 | | | |
| 327..... | Wadsworth..... | 554 | | | |

WESTERN PACIFIC R. R.

| | | |
|----------|--------------------|-----|
| 138..... | Sacramento..... | 743 |
| 112..... | Galt..... | 769 |
| 91..... | Stockton..... | 790 |
| 81..... | Lathrop..... | 800 |
| 74..... | Bantas..... | 807 |
| 69..... | Ellis..... | 812 |
| 47..... | Livermore..... | 834 |
| 41..... | Pleasanton..... | 840 |
| 47..... | Niles..... | 852 |
| 29..... | San Jose..... | 869 |
| 6..... | Oakland..... | 875 |
| | San Francisco..... | 881 |

miles farther, after crossing Bear River we reach

CORINNE,

a place of considerable prominence that bids fair to hold its own in this age of progress. Its present population is near 8000, the Gentile element predominating. In a business point of view it promises to overleap many of its rivals from the fact of its being the distributing point, in a large degree, for the Montana trade. The distance from this point to Virginia City is 360 miles, and to Helena 480 miles. Wells, Fargo & Co. run a daily line of coaches to these points carrying United States mail, express matter and passengers. Tourists having the time and inclination have an opportunity here of taking a voyage on the Great Lake on the Steamer Kate Connor. The accommodations are rather circumscribed on the steamer but not more so than the cars. It requires about 12 hours to accomplish the voyage to Lake Side, a station on the Utah Central R. R., five miles distant from Salt Lake City. The Bear River Valley adjacent to Corinne, is fertile and quite productive, being irrigated by the water of the pure mountain stream from which it derives its name. Both banks of the river are dotted with numerous farms. Blue Creek, station 19 miles beyond, is merely a side track for water and necessary convenience of passing trains. From this point to

PROMONTORY.

A distance of 9 miles, the road crosses Blue Creek on a trestle bridge, 300 feet long, and through many deep cuts and heavy fills we reach the station at an elevation of 700 feet above that at

Ogden. This point, since the completion of the railroad, has been made historical from the fact of its being the place where the "last spike" was driven connecting the Pacific with the Atlantic.

Aside from this fact there is nothing of interest attached to it. Until lately Promontory has been considered the Eastern terminus of the Central Road, but Congress has decided that point by settling upon Ogden as the terminus. Passing through Rozel and Monument, two unimportant and uninteresting stations, we reach

KELTON,

39 miles from Promontory. A daily line of stages for Idaho and Oregon starts from this point, carrying passengers through to Boise City in two days; Walla Walla four days; Portland via Umatilla, on the Columbia river, five and a half days.

MATLIN,

14 miles from the last station, is only notable for being about midway of the Great American Desert, where a grasshopper can look over a plain 60 miles wide with tears in his eyes. The absence of anything approaching vegetation, save an occasional sage bush, and the presence of alkali and sand plains extending beyond the reach of the eye on every side, fully entitle the wide waste to its appropriate name without cavil or contradiction. In the early days of prairie schooners, when they skimmed gracefully over this Desert, propelled by 10 or 12 ox power, at the rate of one mile to the ox per day, the emigrant frequently used the alkali in its crude form in lieu of saleratus. Even now, if passengers sit at an open

window for an hour or two they will absorb sufficient to rise several hours sooner than usual on the following morning. Geologists and theorists hold that this Desert was originally the bed of Great Salt Lake, the water having receded by evaporation. The theory is sufficiently plausible for belief, as the evidence of the action of water on all the rocks and mountains clearly sustains it.

Passing through Terrace and Bovine stations, small places located in the Desert, we reach

LUCIN,

40 miles from Matlin and located near the Thousand Spring Valley, at which place the company have erected large water tanks. The Springs are but a continuous succession of brackish pools, around the margins producing good grass. Tuoma, Montillo and Leroy, are small stations erected only for the convenience of the business of the road, no objects of interest appearing worthy of note. Thirty-seven miles from Lucin we reach

TOANO,

the end of the Salt Lake Division, and presenting to the traveler the appearance of a mosaic village, the principal component parts of which are wood, canvas and adobe houses to the extent of twenty. Aside from the fact of its being the end of a Division, and possessing a tolerable good eating house, it has no pretensions or notoriety.

Between Toano and Pequop, the next station 10 miles distant, we cross the boundary line of Utah and enter Nevada. At Pequop we commence going down our long grade until we

reach the Sierra Nevada Mountains.

OTEGO,

Two miles beyond, is only a telegraph station.

INDEPENDENCE,

so called from the springs bearing that name, is 10 miles beyond. In the immediate vicinity of this station is the Ruby valley, very productive and thickly settled. In the Ruby range of mountains rich silver mines have been discovered and are being worked with success and profit.

Moor's and Cedar are but telegraph and wood stations.

WELLS,

the next station, 14 miles from Independence, derives its name from the celebrated Humboldt Wells, the Mecca for emigrant trains in the oldtime, where many an old Prairie Schooner went on the dock, for a days recruit after the terrible voyage over the Desert. Some twenty of these wells are scattered over the valley and their location is only noted by the luxuriant growth of grass immediately surrounding them. Though but six or seven feet in diameter they are seemingly bottomless, for all attempts to find the bottom by sounding have failed.

A few miles farther on our journey we leave the barren deserts and volcanic rocks for the rich fertile valley, of the Humboldt, through which the Humboldt River courses its tortuous way, shaded by the thick growth of willows on its banks. Save a few stock and hay ranches the valley is uninhabited. There is room for a thousand farms in the valley, and the rich soil, (deep, black loam,) insures certain crops. The River is alive with fish,

among which the speckled mountain trout abound. In the spring of the year countless flocks of water fowl cover the surface of the river and fill the air. It is the paradise of sportsmen.

Through Tulasco and Deeth to Halleck, 28 miles from the Wells, we continue our route down the valley. Fort Halleck, on the opposite side of the river, is hidden from view by intervening mountains. Quite a settlement, 12 miles distant, at the foot of the mountains, can be observed, where the inhabitants produce successfully wheat, barley and all garden vegetables. Soon after passing Peko, we cross the north Fork on a fine bridge and a ride of ten miles brings us to Osino, a signal station, when the valley comes to an abrupt termination. Winding through the rough canyon, whirling around huge masses of rock and again on the banks of the river with grim mountains towering around us, a ride of ten miles brings us to

ELKO.

This is a place of much importance, being the starting point for stage and freighting teams to the celebrated White Pine Mining District, 125 miles due south. It contains about 3000 inhabitants and a large amount of business is transacted. On account of the scarcity of timber, canvas houses predominate, although there are many substantial wooden ones. Three different lines of coaches leave here daily for Hamilton and the White Pine District. The place presents a wide-awake go-ahead appearance and will unquestionably grow to the dignity of a city. Recent discoveries of rich silver mines in the Goose Creek Range of mountains,

create sufficient excitement to induce quite an increase to the population. From reliable authority, undeveloped mineral wealth lies hidden in the immediate vicinity. The Warm Springs near the town are highly spoken of on account of their medicinal properties.

Moleen is simply a side track 12 miles from Elko. Crossing Maggie's Creek we pass through a rich, fertile valley, and reach

CARLIN,

11 miles from Moleen, and the location of the Division work-shops, which are built of wood and quite extensive. The construction of a toll road from this place to White Pine is rapidly approaching completion, and when finished will be 27 miles less than the route from Elko. The town looks forward to a likely rivalry with Elko for the White Pine business.

Leaving Carlin behind us and traversing the beautiful little valley we reach

PALISADE,

a side track, 9 miles beyond. At this point the gentle rolling hills have grown to the proportion of mountains and rear their dark, grim heads a thousand feet above us. The valley narrows to a gorge through which the river dashes and foams at a speed almost equalling our own. The Palisades, on our right raise their perpendicular sides to such a height as seemingly to threaten our destruction. The purple and green stains on their dark, sombre surface indicate clearly iron and copper ore. From the appearance of this canyon it almost suggests the idea that nature divined its necessity for this great work of man, and had saved him the herculean and endless task

of hewing a pass through the Humboldt mountains. Crossing the river to the south bank we soon pass Cluro, a side track, 8 miles from Palisade, and then through Hot Springs Valley, with its boiling, steaming sulphur water to Bo-o-wa-we, 8 miles distant.

BATTLE MOUNTAIN,

16 miles west, gains its name from the mountains on our right, the scene of a sanguinary conflict between two tribes of the gentlemen without hats, the result of which would have pleased all the west if it had terminated as the Kilkenny cat fight.

In the neighborhood of Battle Mountain, Rock Creek, a beautiful mountain stream, flows into the Humboldt and adds no inconsiderable volume of water to the mysterious river which, in a short distance, sinks beneath the sands and all trace of it lost. In the valley of Rock Creek rich veins of copper have been discovered and in time will add much to the mineral value of this section.

Our route continues through the valley and occasionally beside huge piles of baled hay, clearly evidencing that the railroad is doing its work of settling up the western wilds, until we reach

ARGENTA,

a station 11 miles from the last, which promises to be of considerable importance, as it is the most convenient point to the celebrated Reese River mines. Two lines of daily coaches connect this place with Austin and Belmont, the former 90 miles and the latter 175 miles distant. Paradise and Eden valleys on the opposite side of the river are remarkably fertile and are well named. *Paradise Creek* swarms with

salmon trout of great size and the neighboring hills are well stocked with bear and smaller game. Passing Nebur, a side track 8 miles from Argenta, we soon enter the lower end of Reese River valley. The River heads 200 miles off to the South and sinks out of sight beneath the sands some 30 miles distant. Near the sink is the scene of innumerable battles between the Indians and early settlers.

BATTLE STATION,

A freight and telegraph station, is the nucleus for many rich mines in the neighborhood, among which may be mentioned the celebrated Little Giant about six miles distant. Fourteen miles from Battle Station we reach Stone House, prominent only for its old stone trading house and excellent water.

Iron Point, 13 miles distant, is passed and we approach

GOLD RIVER,

11 miles from Iron Point, the outlet to the Gold River mining district. In the vicinity of the station are located another batch of Hot Springs, strongly suggestive of the witches' cauldron in Macbeth.

TULE,

11 miles west, can boast of but little save the silver mines near at hand now in process of development.

WINNEMUCCA,

Is the beginning of the Trukee division and the location of the company's extensive workshops and round-house.

This place is also the starting point for daily coaches, to Boise City, Paradise, Camp McDermott, Battle Creek and Silver City. Large quantities of freight are here re-shipped for these points as well as for some portions of Montana.

Mining in the immediate vicinity is carried on to some extent. Rose Creek, 11 miles, Raspberry Creek, 10 miles, and Mill City, 8 miles, are all small and unimportant signal and side stations.

Fourteen miles further Humboldt is reached, soon after leaving which we pass a Sulphur mine, crowded up so near the surface that some enterprising individual joined issue with the "old boy" and took possession of the upper end without so much as "by your leave, sir." Rye Patch, Oreana, and Lovelocks, distant respectively 11, 11 and 4 miles apart, require a double magnifying glass to discover their locality, and we consequently pass them by with mere mention.

Soon after leaving Lovelock's, the evidence of our being in the Great Nevada Desert surround us on all sides.

Lava, sand and sage brush, meet the eye, turn which way we will. Nine miles from Lovelock's we reach Granite Point, and 7 miles beyond we arrive at Brown's, from which last named place we obtain an excellent view of Humboldt Lake, whose waters mingle with the Carson about 10 miles distant, and together sink beneath the surface.

Some mischievous, vindictive Brodingtonian giant of the olden time unquestionably bored a hole through the crust of our planet in this neighborhood with the evident design of producing a magnificent explosion. Fortunately for the living generation, nature scotched the old fellow's mischief by creating safety valves in the shape of the innumerable Hot Springs hereabout, where the extra steam and bad gases generated below in the furnaces is worked off in safety. Notwithstanding na-

ture's arrangement for running this set of immense boilers it would quiet many timid and nervous travelers if the U. S. Inspector should compel the use of the Locked Safety Valve, and make it a penal offense to carry over 130 pounds of steam. However that is a matter of the authorities and we make the suggestion in a kind spirit. Walker River, emptying into this valley, also has a hole knocked in the bottom, and adds its quota of brackish water to run the machine down below. Twelve miles beyond we reach the water station, White Plains and seven miles, from there we run by Mirage. We had an opportunity of witnessing this wonderful optical delusion near the last named station, and although entirely beyond our comprehension and explanation, nature's photograph of green grass, trees and bright running streams was truly refreshing in the midst of this sandy, alkaline desert. Desert, 10 miles, and Two mile station, 7 miles are soon things of the past, and two miles more bring us to

WADSWORTH,

The beginning of the Sacramento Division. The town contains about 600 inhabitants, the majority of whom are employees of the company engaged at the workshops located here. From this point supplies for Fort Churchill and several mining camps are re-shipped. At this place we commence the ascent of the Sierra Nevada's and will ascend 2,937 feet in 84 miles. Clark's 15 miles, and Camp 37, twelve miles, are but side tracks, and 8 miles beyond the last named we arrive at

RENO,

a place of about 1000 inhabitants. Vis-

ginia City, distant 21 miles south, the location of the celebrated Comstock Lead, as well as Washo, 17 miles and Carson City, 32 miles, are in daily communication by two lines of coaches, with this station. The freight supplies etc., for these mining district are reshipped from Reno. Bidding good-bye, with but few regrets, to the sterile desert, we pursue our toilsome ascent through deep canyons heavily timbered with pine and other evergreens, to Verdi, 11 miles from Reno, and a short distance east of Boca, 16 miles distant, we cross the imaginary line separating Nevada and California. Huge unsawed logs and piles of lumber at various points clearly indicate that the Badger boys or some of their near relations have located in these mountains.

Eight miles west of Boca bring us to

TRUCKEE,

the Lake George of the Pacific coast. The place contains quite 5,000 inhabitants and is substantially built. Stages for Donner Lake, 2 1-2 miles distant, await the arrival of each train to transport passengers free to the Grant House. Male Fifteenth Amendments make their way through the cars with baskets of hot, fresh fried mountain trout that no one can refuse, accompanied with an excellent cup of coffee, from the same peripatetic restaurant. Donner Lake is called, and justly too, the gem of the Sierra's. Located nearly 6,000 feet above the level of the sea, nestling beneath the perpetual shade of the surrounding mountains, swarming with delicious trout, we cannot suggest a more charming place to while away the hot summer months. The water is necessarily ice cold and as

clear as crystal; the lake has been sounded 1700 feet, but the bottom, to all appearances, had fallen out, as the lead failed to touch it at that depth.

The terrible tale of starvation and suffering, of which the Donner family were the principal sufferers, is yet fresh in the minds of visitors, and although the old stumps of trees, cut off 15 and 20 feet from the ground, bear startling testimony to the depth of the snow and severity of the storm, these silent witnesses can give no evidence of that awful tragedy, a quarter of a century in the past.

But to leave this beautiful spot, surrounded by such gloomy memories, we will take our seats in the stage and bowl merrily along, around spurs of mountains, whose peaks are draped with clouds and covered with eternal snow, for 12 miles, to Lake Tahoe. If lakes were allowed the privilege of the ballot box this one could exercise the elective franchise in both California and Nevada on general elections, and in a small canvass cast votes in five different counties. For a sheet of water only 22 miles long and 10 miles wide it would have no small voice in public affairs. Although it can boast of being part and parcel of two great states and five counties, this is among the least of its attractions to a visitor; for its sides and surroundings are but one continual chain of charms to the lovers of nature or sport. Babbling brooks, adding their complement to the great basin, giant mountains, casting their shadows on the crystal surface, the overhanging cave, beautiful bays, appropriately called Emerald and Cornelian, and last but not least in the sportsman's eyes, the

myriads of finny inhabitants begging to be caught, all go to make up a catalogue of artistic happiness unexcelled by any other spot on this great globe of ours

But the whistle has sounded and off we go, with two locomotives in the advance, snorting and tugging up the steep grade 116 feet to the mile. The officers of the road, ever thoughtful of the comfort and pleasure of their patrons, have attached to the rear of our train the "Shoo Fly" observation car. Taking our seats in that we are enabled to look ahead and see the road we are climbing and behind us the road winding around the mountains many hundred feet beneath.

SNOW SHEDS.

Those who have crossed the Sierras, either by the Placerville route, or by the Henne's Pass, have witnessed finer scenery than the traveler by rail can ever enjoy, and the old stager, who now glides through tunnels and valleys, remembers with regret the unsurpassed views, as the coach wound up a long grade and then paused for a moment, as it turned the crest of the mountain, and commenced its headlong descent. There is much left, however, for the lovers of nature to dwell upon, and the views from the road would be all that could be desired if it were not for the disagreeable necessity of snow sheds. For a distance of forty miles, these tantalizing necessities have been constructed upon the highest points, and at curves and ridges where the views would be most magnificent. The casual glimpses of mountain torrents, towering pines, and snow capped peaks are mixed up,

without any idea of picturesque beauty, with unhorned slabs and timber.

Tunnels and snowsheds give us only occasional glimpses of the grand mountain scenery on both sides of the road. Up, up, snorting and tugging, the iron horse draws his living freight for fifteen miles until we reach

SUMMIT STATION,

Seven thousand and forty-two feet above the level of the sea. Necessarily our road lies on the most practicable grade over the Sierras, and in consequence is many thousand feet below the high peaks which surround us. From the summit we can point out the source of several rivers, on the banks of some of which, in a few hours, we shall be thundering on our downward course. The sublimity and grandeur of the Sierra Nevada range excite a feeling of tanness when recalling the passage over the Rocky Mountains. Having dispensed with our extra locomotive, we thunder down the mountain sides six miles and descend 502 feet in that distance to Cascade, and cross a branch of the Yuba, which leaps and tumbles through a narrow gorge, lashing itself in to a sheet of foam. The view down this valley must be seen to be appreciated; it would be a waste of Her Majesty's English to attempt a description. Three miles further on our downward course we arrive at Cisco, where the appetite, sharpened to a keen edge by the bracing mountain air, can be satisfied by a good square meal. Eight miles beyond Cisco bring us to Emigrant Gap, an old landmark in the days of Prairie Schooners. Here we take our last look at the old emigrant road, which has in many places

been our companion in the long journey, now so nearly completed. Already we note the water ditches hugging close the side of the mountain (filled with ice cold water from the rivers near their source) in their serpentine course to the valleys 25 and 30 miles distant, furnishing the miner with this great necessity for his work. Blue Canyon, six miles, China Ranch two miles, Shady Run, two miles and Alta, five miles, are soon reached in our headlong race for the bottom.

From the platform at Alta, a view is obtained of American Canyon, pre-eminent for its grand scenery, and a hard place for artists to pass. Two miles beyond we reach Dutch Flat, which is in close connection with the mining camps Little York, You Bet and Red Dog. The next station, Gold River, 2 miles distant, is the scene of busy mining operations by the hydraulic process. The volume of water and the force with which it comes from the nozzles of the pipes would make one of our steam fire engines blush. Six miles from Gold River we reach C. H. Mills, and soon after witness some of the almost impossibilities overcome by the engineer of the road. Rounding a sharp curve of the mountain we look down several hundred feet below us, across a deep gorge, to see our track winding along, after having made a detour in the shape of a horse-shoe three miles in extent. With our minds still filled with respect for the skill evinced in thus taking "rounders," and surmounting the herculean difficulty, the train slackens its speed and

CAPE HORN,

In all its magnificent grandeur, bursts

upon our view. The path for our iron-horse is literally chiselled out of the side of the mountain, and we look down the dizzy sides of the cliff on our left thousands of feet. The bare thought of a broken rail or a rock on the track at this particular point makes the blood stand still in very horror. The passage around Cape Horn is full of sublimity and fills the soul with awe, its description is beyond our power. A run of five miles brings us to Colfax, a place of considerable prominence, containing about 1000 inhabitants. This is the connecting point with the rich mining district, known as Grass Valley. Daily coaches connect Colfax with Iowa Hill, 12 miles, Grass Valley, 18 miles, Nevada, 17 miles, North San Juan, 29 miles, Camptonville, 41 miles, Forest Hill City, 60 miles and Downville, 75 miles distant. With the pretty town of Colfax in our rear, our road winds in and around the foot hills, now and then revealing comfortable ranches, half hidden by the orchards and vineyards, and again dashing by old and deserted mining camps where in early days, thousand, of dollars have been wrested from the bosom of Mother Earth.

Passing Clipper Gap, a freight station, the whistle soon announces our arrival at Auburn, the pleasant county seat of Placer County. The 800 people making this place their home, bear the evidence of happiness and contentment on their faces, and the home-look of the neat white-washed cottages, gives assurance of comfort within their humble walls.

Stages run daily between Auburn and Pilot Hill, 6 miles, Cave Valley, 6 miles, Greenwood, 12 miles, Georgetown, 17 miles Forest Hill 29 miles, Michigan

Bluffs 30 miles, and Placerville, 29 miles distant. A pleasant ride of seven miles brings us to Newcastle, a small mining village, surrounding the old camps Ophir, Virginia City and Gold Hill.

Passing through Pino, six miles, and Rocklin, 3 miles, we arrive at,

JUNCTION,

Three miles west of the last named station, where we connect with the Sacramento and Oregon Railroad. At this point passengers for Yreka, Chico and the southern parts of the state of Oregon, change cars, while we, after a short stop, hurry on through Antelope, 3 miles, and Arcade, 7 miles, until the spires and housetops of Sacramento, the Capital of this great State, are descried through the trees bordering the banks of the American river. Slowly crossing the long bridge and trestle work thrown over the river, giving us an opportunity of seeing the hundreds of China wash men scrubbing and beating over their wash tubs, and the acres of linen flapping and drying in the breeze, our locomotive gives a prolonged whistle and we are safely anchored at the depot in

SACRAMENTO.

This city is situated on the west side of the river bearing its name, near the junction of the American. Notwithstanding its almost total destruction by fire and flood on several occasions in its early history, it now presents the appearance of one of the best built cities on the western coast. The stranger is filled with surprise and admiration upon witnessing the energy displayed in a city whose site, twenty years ago, was a

swampy bottom peopled only by frogs and mosquitoes. The large and splendid public buildings, the commodious hotels, the substantial blocks of stores and warehouses, the large number of beautiful private residences, all tell the tale of prosperity and wealth. Steamers and schooners lie at the docks loading and unloading merchandise and the products of the rich surrounding farming country, and the noisy whistle of the locomotive is heard at all times of the day and night.

The locality was first settled upon by Gen. John A. Sutter in 1839, who obtained in the following year a large grant of land from the Mexican government, built a fort and engaged exclusively in stock-raising, agriculture and trading. The wealth and hospitality of Sutter had given him a national reputation, previous to the discovery of gold, and when in 1849 the great movement to California was made, the objective point was Sutter's Fort, where all were heartily welcomed, and camping on the fertile bottom land adjacent to the river, embowered by spreading oaks and sycamores, naturally established the town. Subsequently floods and fires nearly caused the abandonment of the site, but interests had been created which demanded a struggle for their protection. A costly levee was constructed, but this breaking at different times caused the determination to raise the city above high water mark. The process of filling in is now almost complete and the business portion of the city is elevated to the high grade. It became the permanent Capital of California in 1851, and in 1860, the Legislature authorized the erection

of a State Capitol of grand proportions on a lot of ground comprising four squares of the city, which had been previously donated for that purpose. In that year, work was commenced, and has been prosecuted with vigor since, but the structure is not yet completed. In 1869 it had so far progressed that the Legislative Chambers and State offices could be occupied, and on the first of December last, it was put to the uses intended. It is expected to be completed within the ensuing two years, when it will have cost upwards of a million and a half of dollars. At present its unfinished dome, with the flag of the nation unfurled to the breeze, is the first object to attract the traveler's eye, and when completed, with its lofty elevation of 180 feet, will be a structure of which any State of the Union would feel proud. The other public buildings of the city are numerous and compare in elaboration and architectural appearance with those of any other city in the United States.

The State Agricultural Fair is held here in September of each year, and for this purpose the Society has erected a spacious pavilion of brick, two stories high, for the exhibition of machinery, manufactures, curiosities and the products of the soil, and in the suburbs of the city have an extensive park for the exhibition and speed of horses, cattle and other stock.

The population of the City is estimated at near 30,000. In the City are published five daily papers, one tri-weekly German, one semi-weekly, two weeklies and the Railroad Gazetteer Monthly. It has 17 public schools with an attendance of 2000 pupils, and sev-

eral seminaries of a high order; 14 churches, 20 social and benevolent societies, and several manufacturing incorporations. It is supplied with water by steam water works from the river, and is lighted by gas.

Sacramento is now the chief railroad center of the State. The first railroad constructed, was the Sacramento Valley, running from this city to Folsom, a distance of 22 1-2 miles. This was commenced in 1855, and was completed the following year. On the 22nd of February 1863 was commenced the construction of the Pacific Railroad, in this City, the most important work of the country. This great work was inaugurated by Sacramento people, and was carried through with skill, enterprise, and energy that have no comparison in history, and this city, may well take a special pride in the accomplishment. The location of the principal works at this point has given a stability of which it cannot be robbed and has added greatly to its prosperity.

All parts of the western coast are as readily accessible from Sacramento as from San Francisco, being only a few hours distant from the Golden City. The ride from this point to San Francisco is without particular interest, being mostly through the valleys of the Sacramento and San Joaquin, both in a high state of cultivation.

STOCKTON,

The most important place after leaving Sacramento, and fifty miles distant, is located at the head of tide water on the San Joaquin River, and the rich treasures of the surrounding valley and remote foot hills are poured into her lap.

The town is prettily located and sub-

stantially built. From this point tourists take stage for the Big Trees in Calaveras, Yosemite Valley, Mariposa, and other places of interest in the Eastern and South-Eastern portions of the State.

From here we obtain a good view of Mount Diablo from the summit of which two-thirds of this great State can be seen at a glance. Crossing the San Joaquin on a fine bridge; and leaving its turbid waters behind us, we dash through a country rich in products of the field and garden, until we reach the pleasant shade of the Coast Range, clothed from base to summit with an emerald carpet, and follow the meanderings of the limped stream alongside.

Leaving the mountains in our rear we sniff salt water in the breeze that skims over the wheat-fields and orchards.

After coming to a dead stop we cross the San Jose R. R. the scene, 12 months since, of a dreadful accident, and in a short time reach San Leandro. A short stop for local passengers and we are once more under way, and soon running slowly under the shade of the beautiful oaks in Oakland, we catch glimpses from the window of magnificent private residences whose surrounding grounds, filled with beautiful flowers, fountains and statuary, plainly indicate that more than one of California's gold kings call Oakland, *Home*. Passing too fast through this Eden, reckoned from a sandy waste, we run into the bay two miles upon a secure trestle work, rise from our seats which we have occupied for so many miles, bid good-bye to the kind, attentive officials who have added no little to our pleasure and comfort, and are on the deck of El Capitan. A pleasant sea breeze blowing

the cinders and dust from our hair and our eyes, greets and accompanies us in our voyage of twenty minutes across the Bay to San Francisco, and we leave you to the kind mercies of that crowd of hotel runners who look upon you as their lawful prey.

SAN FRANCISCO.

A city of 160,000 inhabitants, the commercial metropolis of the Pacific Coast, occupies the northern end of a narrow peninsula which separates the Bay of San Francisco from the Pacific Ocean. Situated in latitude 37 deg. 48 min. north, and longitude 120 deg. 72 min. west, it enjoys a climate unsurpassed by that of any large city in the Union. Dryness and uniformity are the climatic characteristics, the rainfall being only one-half that of the Eastern cities, and the mean temperature 54 deg., varying only 9 deg. during the year.

The entrance to the harbor, called the "Golden Gate," and the Bay of San Francisco, were discovered and entered on the 9th. of October, 1776, and the Mission Dolores founded by Francisco Paulo and Benito Cambon, two monks of the Order of St. Francis de Assisi.

THE GOLDEN GATE.

is one mile in width with a depth of thirty feet, connecting the Bay with the Pacific. Few scenes surpass in grandeur and beauty that which opens to the eye of the weary, ocean tossed traveler as he enters the strait after a long tedious voyage. The mountains of Marin county rise boldly from the sea, carpeted to their extreme summit, in winter and spring with a velvety sward and rare flowers, while the depressions with the ever changing lights

and shadows magically assumes the graceful and gorgeous appearance of royal robes.

Two forts at Fort Point and Alcatraz Island, and two batteries, at Black Point and Angel Island, guard the entrance to the harbor.

THE MISSION DOLORES.

Now within the limits, was in the infantile days of the city some miles from the anchorage and the Presidio, or fort.

It flourished prosperously under ecclesiastical rule, and until the secularization of the Missions by the Mexican Government, in 1836, when its power and property were taken from it. Upon this event the village of Yerba Buena was founded, fronting on the little cove lying between Telegraph and Rincon Hills, being the germ of the present great city of San Francisco. A city was first laid out on this site by the surveyor in 1839, but its advancement was very slow and trade insignificant, until the country came into the possession of the United States in 1846. In 1847 it was surveyed, under direction of Commodore Montgomery, of the sloop of war Portsmouth, and its name changed to San Francisco. In February, 1847, the first census was taken and footed up 459, souls all told. The country had not got fairly settled under the new regime, when, in February, 1848, the discovery of gold, at Coloma, was made.

This opened a new era for San Francisco, and from this discovery we date its rise to greatness. The city increased with an astonishing rapidity until 1854, when business received a check, and property greatly declined in value. The depression continued until 1858, when the agricultural resources of the

country began to be developed quite extensively, and this followed by the silver discoveries on the eastern slope, continued the prosperous era until 1869, when a period of stagnation again recurred. In its early life the city suffered seriously by conflagrations, being burned no less than four times within eighteen months, involving a loss aggregating sixteen millions of dollars. A prominent feature of San Francisco history was the organization and assumption of power of the vigilance committee, in 1856. This body took possession of the city in April of that year, and held it several months, during which time it executed four persons, and imprisoned and banished a large number. By its energy, severity and the boldness of its acts, the vicious were appalled and the government reformed.

On the first of July, 1856, the city and county government were consolidated, and now the whole northern end of the peninsula, from the line of San Mateo county, is comprised within the city limits.

DOCKS

The principal wharves and steamer landings are on the eastern side of the city, where the bay has been filled in out to deep water, and a sea-wall of rock is being constructed to extend the entire length of the city front. The business part of the city was originally confined to the made land between Montgomery street and the wharves, but is rapidly moving with the growth of the city toward the south. The northern and north-western portions of the city, owing to the steep grades and the strong winds sweeping in through the Golden Gate, have not improved much

during the past few years, although many beautiful residences are located there

STREETS,

Market is the widest and longest street, running from the water front on a level grade in a south-westerly direction beyond the limits of the city. It is probable that this will, in a few years, become the principal business street. Running north from Market, are Battery and Sansome streets, on which are located most of the heavy wholesale and importing houses. Montgomery, *par excellence* the Broadway of San Francisco, is being extended south of Market; and Kearney, since its widening, aspires with some reason to a rivalry with its aristocratic neighbor. At right angles with these, are Sutter, Bush and Pine, business streets for a few blocks west of Montgomery, and still further west among the most desirable streets for residences: California, the Pacific "Wall Street," where bankers, brokers and insurance agents most do congregate, containing the new Merchant's Exchange, Bank of California, and many of the finest buildings in the city; Sacramento and Commercial, noted for cheap lodging houses, and the U. S. Mint; Clay, with its extensive printing establishments; Washington, where are found the Custom House, Post Office, and other public buildings; Jackson, some parts of which are crowded with Chinese, and Pacific, or the "Barbary Coast," a street whose repute is none of the best. South of Market the streets running toward Mission Bay are numbered from *First to Twenty-sixth*, and are crossed *at right angles* by Mission, Howard and

Folsom, chiefly occupied by residences. Fremont and First contain extensive foundries, iron and lead works, etc. Second, Third and Fourth, are favorite resorts for retail dealers in dry and fancy goods. Beyond Fourth business has not taken any distinctive character.

BUILDINGS.

San Francisco cannot be regarded as a well built city, but considering its age, it can show a number of buildings of a high order of architecture. Among the most prominent are the Mercantile Library, Merchant's Exchange, Bank of California, Bank of British North America, Young Men's Christian Association Building, Grand, Russ, Lick, Cosmopolitan and Occidental Hotels, St. Patrick's, Calvary, and Elmanu El Churches, Bancroft's Publishing House and many others which would reflect credit upon any city. The new Mint, in course of construction on the corner of Fifth and Mission Streets, will be one of the largest and finest buildings of the city, costing upwards of a million of dollars. In the year 1869 there were 850 houses erected, of which 250 were constructed of iron or brick, built in the most substantial manner, and designed to be earthquake proof.

The different markets, conveniently located, are an interesting feature to the stranger, as the fruits and vegetables excel in variety, size, and perfection those found in any other market in the world.

The Hotels and Restaurants number 840, many of which are unsurpassed in any city in the United States. At many of these restaurants good fare

can be obtained at less than half the cost in Eastern cities.

There are many cheap lodging houses, where comfortable rooms may be had for 25 to 50 cents per night; the most frequented of these being the "What Cheer," formerly the best hotel in the city.

The principal libraries are the Mercantile, Mechanics, Odd Fellows, Masonic, Pioneer and What Cheer House, having an aggregate of 90,000 volumes.

SCHOOLS.

The Public Schools of San Francisco are the pride of the City. These are maintained at a cost for the year 1869, of \$400,812, employing 800 teachers, and giving instruction to 19,885 pupils. In these schools, every branch of study is taught below a college course, including French, German, drawing and music, and free of cost to the pupil. Besides, there are private schools and colleges, employing 72 teachers and giving instruction to 4,610 pupils.

The respectable theaters are four in number, the California, Alhambra, Metropolitan and Maguire's Opera House, the former being the largest and most elegantly furnished on the coast. The Mechanics Pavillion, built for the Fairs of the Mechanic's Institute, covers the entire block bounded by Powell, Geary, Stockton and Post streets, and is the largest building in the city. Horse cars run at intervals of a few minutes to all parts of the city. The chief places of public resort, are Woodward's Gardens, small but tastefully laid out, containing many rare plants, an extensive menagerie, museum and picture gallery, the City Gardens, much larger, but not so complete, and the Recreation

Grounds. The cars connect at Lone Mountain Cemetery—a beautiful and highly improved spot—with omnibusses for the Cliff House and Seal Rocks, six miles west of the city on the shore of the Pacific Ocean. The drive from the city out Bush street and the Cliff House road to the ocean, thence south along the beach to the Ocean Side House, and back to Mission Dolores by road leading over the side of the Mission Peaks, from which a fine view of the city is obtained, is the best and almost the only one which the neighborhood of San Francisco affords. From Telegraph Hill, which is 800 feet high, and easily reached from Montgomery or Kearney streets, a good view of a large portion of the city may be obtained.

The "Twin Peaks," back of Mission Dolores, have an elevation of 1,200 feet, and from this summit a view of the bay and surrounding country, including nine counties, may be had in a clear day. Crossing Mission Bay, by the cars over Long Bridge, the Potrero is reached, where considerable ship building is done. Further on, through a deep cut, and over a bridge three quarters of a mile in length, is Bay View, the location of a fine Driving Park.

One half mile to the east is Hunter's Point, where a dry dock, 465 feet long, 125 feet wide, and 40 feet deep, has been excavated in the solid rock at a cost of \$1,200,000.

In the city proper there is a great lack of public parks and promenades; the Plaza and Washington Square being the only ones which have been improved. The ferry boats however make frequent trips across the Bay to Alameda, Oakland and Sausalito, where

extensive and beautiful parks are located and much frequented by San Franciscans.

The mint coins annually \$4,000,000 of gold and silver obtained from the mines of the coast. Visitors are admitted to witness the operations of the Mint at certain hours of the day.

The grain shipments from San Francisco amounted in 1867, to \$13,000,000. The total receipts of treasure for the same year, were \$55,666,826; the exports being \$41,676,292. The total amount of exports for 1867, was \$63,093,095.

The North Pacific Transportation Company run steamers to all points along the coast, from Mazatlan, in the south, to Victoria in the north, also to the Sandwich Islands; and the Pacific Mail Steamship Company run steamers to Acapulco and Panama, connecting with steamers to New York, also once a month to Japan and China. The California Steam Navigation Company run boats on all of the inland waters, and other lines of steamboats are engaged running to various points. The inland trade and travel has in the last year been transferred to a great extent to the railroads. Of these the San Jose and Southern Pacific run southward as far as Gilroy; the Central Pacific crosses the bay by ferry, and runs to San Jose, Stockton, Sacramento, Marysville and the East. The California Pacific connects by steamer with Vallejo, and thence on the west side of the Sacramento river to Callistoga and Marysville.

The *Alta California*, *Bulletin*, *Chronicle and Call*, all live daily papers will furnish the traveler of any creed

or politics with the latest news from the "States," or across the waters, while the *Golden Era*, *Golden City* or *Sunday Mercury* will dish you up a literary feast weekly, and the *Overland Monthly*, the Harper of the Pacific, will while away many hours with instructive and interesting reading matter.

CALIFORNIA.

Area, 158,687 square miles; 101,699,688 acres. Population 700,000.

SITUATION, BOUNDARIES, ETC.

California is situated between latitudes 32 deg. 20 min. and 42 deg. north, and longitudes 87 deg. 18 min. and 47 deg. 28 min. west from Washington, or 114 deg 20 min. and 124 deg. 25 min. from Greenwich. It is bounded on the north by Oregon, on the east by Nevada and Arizona, on the south by a line drawn from the junction of the Colorado and Gila Rivers to the Pacific, three miles south of the Bay of San Diego, and on the west by the Pacific Ocean.

EXTENT.

Measured diagonally northwest and southeast, the length is about 830 miles; its greatest length north and south is about 570 miles. Its mean breadth may be stated at 230 miles.

HISTORICAL SKETCH.

The Peninsula of Lower California was discovered by the expeditions of Cortez in 1534-'5.

Upper California was seen by Cabrillo in 1542. Sir Francis Drake visited the coast and discovered Jack's Harbor, on the Bay of Sir Francis Drake, a few miles northward of the Bay of San Francisco, in 1576.

In 1769 the Bay of San Francisco was discovered by the early Spanish missionaries, who established some eighteen missions in the country; these continued to flourish until after the Mexican Revolution in 1822, falling into decay under the new government.

Captain John Sutter established himself near the present site of Sacramento City in 1839.

In 1846 war broke out between the United States and Mexico, which resulted in the conquest and purchase of California by the United States in 1848.

About this time gold was discovered, and a large immigration set in. A State Constitution was framed on the 18th of October, 1849, and she was finally admitted into the Union as a state on the 9th of September, 1850.

PHYSICAL ASPECT.

The characteristic features of California are determined by the two great ranges—the Sierra Nevada and the Coast Range—which traverse the State north-west and southeast. Between these are the splendid valleys of the Sacramento and San Joaquin. These mountain ranges give marked characteristics of climate to the counties lying between them.

CLIMATE AND SOIL.

California has a dry and wet season, corresponding nearly with the summer and winter seasons of the Atlantic.

North of latitude 39 deg. the air, during the dry season, is much less parched, and rains occur earlier than in the southern districts. Along the coast the climate is much more temperate than in the great valley, while east of the Sierra

the atmosphere is excessively hot and dry. It is a peculiarity of the valley country, that a man may leave the valleys in the morning, where he is surrounded by sunshine, flowers, and green fields, and by the time night overtakes him, finds that he is in the region of snows.

The soil along the valley is extremely rich, and needs only judicious irrigation to make it produce almost every variety of crop. Tobacco, rice, maize, and almost all the plants, except cotton, which grow in the warmer parts of the Union, flourish in the sheltered lateral valleys; while in the main valley itself most of the cereals produce large crops; and grapes, peaches, &c., thrive admirably. The grasses are luxurious and nutritious, affording excellent pasturage.

North of 39 deg. are extensive forests of pine and oak. The valleys along the coast produce all the cereals, and all, or nearly all, of the fruits and vegetables of the temperate zone.

AGRICULTURAL PRODUCTS.

For two reasons the agriculture of California is well worthy a careful study: first, on account of the peculiar climate of this State; and second, on account of the relation which its agriculture bears to the development of the mineral wealth of the Pacific and Rocky Mountain regions.

The principal crops raised in California are wheat, barley, hay, and the root crops—such as potatoes, sweet potatoes and onions. Wheat is the chief cereal crop. The winter and spring varieties of this grain are unknown in California, but are seemingly blended together, the time of sowing being intermediate—in the months of

December and January, after the November rains have moistened the earth. The best counties for its production are those in the immediate vicinity of San Francisco Bay, embracing Alameda, Contra Costa, Napa, San Joaquin, Santa Clara, Solano, and Yolo.

Barley, relatively, is a much larger crop in California, than in the Atlantic States, a sandy soil and dry climate being both favorable to its production.

On the Pacific side the ground becomes so dry that it cannot be ploughed in the summer: hence ploughs are never started until the fall or winter rains have softened the earth. As a matter of necessity, therefore, grain must generally be put in the ground during the winter months. It is usually put in by the first of March, though fair crops have been made on land seeded in April after a wet winter.

ITS HORTICULTURE.

In determining the capacity of California to produce human food, its production of fruit must not be overlooked. The annual statistics of the number of trees and vines, and their product, are carefully kept by the State, and they show the remarkable adaptation of California to the growth of all fruits, both of the warm and temperate regions.

From the returns of the counties in the report of the Surveyor-General, the soil and climate adapted for fruit growing appear to be much more extensive than are suited to profitable grain production. The middle of the Sacramento valley is perhaps too hot and dry for *fruits*, but the slopes at the base of its *mountains* are most excellent. The

smaller valleys, with their higher elevations, are no less suitable.

VARIETIES OF FRUIT,

Among the fruits most extensively grown in California are the apricot, quince, cherry, plum, pear, peach, apple, nectarine, prune, pineapple, pomegranate, and gooseberry; the olive, aloe, orange, lemon and citron are also raised in great perfection. Among the vines are the grape, strawberry, and raspberry.

THE GRAPE.

The culture of the grape-vine and the manufacture of the delicious wine which is already extensively known throughout this country, and even in some parts of Europe, have been carried to a high degree of perfection in California.

The number of grape-vines in California in 1864 was 12,592,688, of which Los Angeles had 3,570,000, and Sonoma 1,901,661. All European varieties of the grape, as also those of the Atlantic States, grow well in this State. This fact is significant of the wonderful adaptation of its climate and soil to the culture of the grape, and indicates that California will become the greatest wine country of the world.

GOLD-MINING AND PRODUCT.

The prominent industrial pursuit in California, as all the world knows, is gold-mining. The metals principally obtained in California are gold, and, indirectly, silver and quicksilver. Lead has also been obtained, and the existence of copper, tin, and iron is strongly indicated.

It is estimated that the gold from California deposited in the United States Mint and branches during 16 years, from 1848 to 1864, amounted to about \$600,000,000.

ROUTES TO YOSEMITE VALLEY.

Steamers of the California Steam Navigation Company leave Broadway street wharf daily at 4 P. M., run through San Francisco Bay, San Pablo Bay, Straits of Carquinez, Suisun Bay, San Joaquin River, and Mormon Slough; touching at Benicia, 30 miles, New York (terminus of railroad running from coal mines at Nortonville) 45 miles, and Antioch (mouth of San Joaquin) 50 miles, arriving at Stockton about 2.30 A. M. Distance 110 miles. Fare varies on account of opposition, but including state-room will usually be about \$4.00. Trains on W. P. R. R. leave San Francisco at 8.00 A. M. and 4.00 P. M. Leave Stockton for San Francisco at 8.20 P. M. Time, 5½ hours. From Stockton to Yosemite there are three routes which may be taken by excursionists, by way of Mariposa, Coulterville and Hardin's Mill. Tourists usually prefer to enter the valley by one route and come out by another.

MARIPOSA ROUTE.—Stages leave Stockton at 6 A. M., (passengers usually remaining on board the steamer until that hour) on Monday, Wednesday and Friday for French Camp, 5 miles; Snelling (county seat of Merced), 64 miles; Merced Falls, 70 miles; Hornitos, 76 miles; (passengers arrive at Hornitos at 7 P. M., remain over night, expense \$2.00, and start again next morning at 5 o'clock; excursion parties can, however, by special arrangement with the stage company at Stockton, be carried through to Mariposa the same day); Bear Valley, 88 miles, and Mariposa, miles, arriving at 11 A. M. Fare \$10.00. At Mariposa saddle horses may be hired for \$2 per

day. The services of a guide will cost \$3 per day, and his board must be paid in the Valley. Two days are required for the trip. There is a good road for 17 miles. The trail leads through the following points: Clark's Ranch, the Mariposa Grove of Big Trees—(This Grove is considered by many more attractive than the Calaveras grove; There are 427 trees, the largest being 34 feet in diameter)—Alder Creek, Empire Camp. Inspiration Point, (from this point is obtained by far the best view of the Valley, which fact induces many to prefer this route to either of the others.) Foot of Trail, 88 miles. Hutchings' Hotel, 47 1-2 miles. Expenses per day at the hotel are \$3.

COULTERVILLE ROUTE,

Stages leave Stockton daily, except Sundays, at 6 A. M. for Sonora *via* Chinese Camp, passing through the following stations; Twelve-mile house (Breakfast, 50 cents); Farmington 16 miles; Twenty-six mile House, Knight's Ferry, 37 miles (dinner, 50 cents); Crimea House, 48 miles; Mt. Pleasant, 50 miles; arriving about 4 P. M. at Chinese Camp, 51 miles; fare \$7. Remaining over night at Chinese Camp (expense, including meals, \$3), passengers take Shoop's stage for Coulterville on Mondays, Wednesdays and Fridays, which passes through Jacksonville, 3 miles, Rattle-Snake 12 miles; Coulterville 32 miles.

Horses and guides are obtained here at the same rates as at Mariposa, and a start is made the same day. The distance to Hutchings' Hotel is 57 miles, excursionists being obliged, as on the other route, to spend a night on the way. At Marble Springs, on

the trail, distance 10 miles, may be seen Bower Cave. At Black's, 16 miles, tourists spend the night. At Hazel Green, 6,679 feet above the sea, a fine view of the San Joaquin Valley may be had. At Crane Flat, 34 miles, trail branches off to Tuolumne grove of "Big Trees," 1 mile distant. There are 24 trees, the largest 36 feet in diameter.

At Valley Vale, 45 miles, the first view of Yosemite is had, which is far inferior to that at Inspiration Point.

Hardin's Route.—This is identical with the Coulterville route as far as Rattlesnake, from which point stages run via Big Oak Flat and Garrote to Hardin's which is 20 miles from Garrote and within 25 miles of Yosemite Valley. This road from Garrote is a new, and good one. The fare from Chinese Camp to Hardin's is \$8. Passengers are carried on horseback from Hardin's to Yosemite for \$5, or through tickets may be had at the office of Sisson & Co., at Stockton, for \$20, there being no extra expense for guides. Horses are obtained for short excursions in the Valley at \$1.50 per day. This is the shortest and cheapest route to the Valley, and in beauty of scenery, etc., is said to be equal to the old route. The trail passes directly through the Tuolumne Grove of Big Trees.

On the return, stages leave Mariposa Mondays, Wednesdays and Fridays at 1 P. M., passengers remaining over night at Hornitos; and leave Coulterville Tuesdays, Thursdays and Saturdays at 7 A. M., passengers spending the night at Chinese Camp. On each route passengers arrive at Stockton in time for the San Francisco boat, which leaves a

2 P. M., arriving in San Francisco at 10 30 P. M.

Time necessary for round trip, seven to twenty days. Expense of trip for a single person remaining three days in Valley, by either of the old routes, about \$90; by the new route, \$50. In a party of eight or ten, by the old routes, the expense for each individual would be somewhat reduced.

THE YOSEMITE VALLEY

is situated on the Merced river, about two hundred and forty miles in a direction a little south of east from San Francisco.

The valley is a nearly level area, about ten miles in length and from half a mile to a mile in width.

Below the expanded portion of the valley, the Merced enters a terribly deep and narrow canyon, which is said to be inaccessible. The peculiar features of the Yosemite are: first, the near approach to vertical of its walls; next their great height, not only absolutely, but compared with the width of the valley itself; and finally, the very small amount of debris, at the bottom of these gigantic cliffs. These are the great characteristics of the valley throughout its whole length; but besides these there are many other striking peculiarities and features, both of sublimity and beauty which can hardly be surpassed, if equalled, by any mountain scenery in the world.

El Capitan, is an almost vertical cliff of naked, smooth granite. From its edge down to the valley below is about thirty three hundred feet. It is undoubtedly one of the grandest objects in the valley, and it would be difficult to

find any where in the world a mass of rock presenting a perpendicular face so imposing and elevated. The pile of debris at its base is so insignificant in dimensions, compared with the cliff itself, that it is hardly noticed at all from some points, in a general view of the valley, and this is one of the most striking and unique features of the scene, for it is a condition of things of the rarest possible occurrence.

The Bridal Veil Fall, or "Pohono" as called by the Indians, is 940 feet in height, and during the season when the stream is fed by the melting snow on the mountains above, it is a wonderful and beautiful object.

A short distance above this fall, and on the same side, is the prominent and massively sculptured pile to which the name of Cathedral Rock has been given. A couple of miles further up, on the opposite side, the Three Brothers, a triple row of summits, rear their heads four thousand feet above the valley. Opposite the Three Brothers the Sentinel raises its gigantic watch tower over three thousand feet high. Three quarters of a mile southeast of the Sentinel is the Dome of the same name, forty one hundred feet high.

Looking directly across the valley, the most attractive, if not the most stupendous feature, presents itself in the Yosemite Fall. From the edge of the cliff over which it is precipitated to the bottom of the valley, the perpendicular distance, is in round numbers twenty-six hundred and forty feet.

The fall is not in one perpendicular sheet. There is first, a vertical descent of fifteen hundred feet, when the water strikes on what seems to be

a projecting ridge: but which in reality is a shelf or recess almost a third of a mile back from the front of the lower portion of the cliff. From here the stream finds its way in a series of cascades down a descent equal to six hundred and forty feet perpendicular, and then gives one final plunge of about five hundred feet.

Two miles above the fall, just noticed, the valley of the Yosemite comes to an end, and runs out into three distinct canyons, each of which however has new wonders to disclose.

The Merced river keeps the middle; in the left hand or northwesterly canyons, the Tenaya Fork comes down, and in the right hand one, the south fork of Illilonette. Following up the Tenaya Fork, on the right, just at the entrance, that grand, and lofty mass called the Half Dome, rears its seared and weather stained surface over six thousand feet above the level of the valley. The North Dome, on the opposite side of Tenaya Creek, is another of these rounded masses of granite, of which the concentric structure is very marked. At the angle of the canyon, appearing as a buttress of the North Dome, is the Washington Column, a grand perpendicular mass of granite, and by its side the Royal Arches, an immense arched cavity formed in the cliffs by the giving way of portions of the rock, the vaulted appearance of the upper part producing a very fine effect. Farther up the canyon is a little lake called Tisayac or Mirror Lake; it is surrounded by the most picturesque cliffs.

The canyon of the Merced, above the valley proper, rises very rapidly for

the distance of two miles, where it attains the level of the surrounding plateau. In this two miles the river descends one thousand nine hundred and eighty feet, making, besides innumerable cascades, two grand falls which are among the grand attractions of the valley. The first fall reached in ascending the canyon is the Vernal, or Piwyac. It is a simple perpendicular sheet of water, four hundred and seventy feet in height. Ascending to the summit, by a series of ladders, and proceeding a mile further up the river, passing rapids and cascades of great beauty, we come to the last great fall of the Merced, the Nevada, or the Youiye of the Indians. The total descent from the edge of the Nevada Fall to that of the Vernal, is eight hundred and ninety-four feet, of which six hundred and eighty is in one perpendicular sheet.

The scenery through the South Fork canyon is but little inferior to that of the other portions of the valley, but as the trail is rough and difficult, few visitors make the attempt to explore it. In the angle formed by the Merced and the South Fork Canyon, and about two miles southeast of Mount Broderick, is the high point called the South Dome, and also, of later years, Mount Starr King.

About the time of full moon, and in the month of May, June, or July, according to the forwardness of the season, is the time to visit the Yosemite Valley and to enjoy in their perfection the glories of its numerous water falls. The traveler *who has not seen Yosemite when its streams are full of water, has lost, if*

not the greater part, at least a large portion, of the attractions of the region; for so great a variety of cascades and falls as those which leap into this valley from all sides has, as it may be confidently asserted, never been seen elsewhere before.

ROUTE TO THE BIG TREES.

Steamer leaves Broadway street wharf daily, except Sundays, at 4 P. M. touching at Benicia, 30 miles; New York Landing, 45 miles; Antioch 50 miles (mouth of San Joaquin river, arriving at about 8 P. M.); arrives at Stockton, 110 miles, at 2 A. M. Fare \$1.50. Passengers remain on board the steamer until morning. Stages leave Stockton daily at 6 A. M. for Murphy's 61 miles; fare, \$8; *via* 12 Mile House, (breakfast 50 cents); Farmington, 61 miles; Lewis Ranch, 26 miles; Telegraph City, 32 miles; Alvord (State mine), 37 miles; Copperopolis, 40 miles (centre of the copper region—dinner 50 cents); Nassau Valley, 46 miles; Altaville, 51 miles; Angel's Camp, 52 miles (formerly surrounded by rich placer mines); and Vallecito, 57 miles. The route is through the hot plains and foot-hills, and is not a particularly pleasant one. The stages are, however comfortable and the journey is made agreeable and rapid as possible. Stage arrives at Murphy's at 6 P. M. Excursionists can be carried through to Big Trees same night if desired, or remaining over night at Murphy's where good hotel accommodations may be had at from \$2 to \$3, and take stage in the morning for Big Trees, distance 15 miles, fare \$2. This part of the route is in every respect a pleasant one, following for a great part of the way a clear

stream of water through shady groves of pines and oaks. At the grove there is a good hotel; expenses \$2 per day. Stages return to Murphy's every evening, from which place tourists may proceed, to Yosemite, via Big Oak Flat, or Coulterville, or may return, starting at 1 A. M., to San Francisco, arriving same night. Expenses of trip to Big Trees and back about \$35.00.

BIG TREES OF CALAVERAS COUNTY.

The grove is situated in a charming little valley of about sixty acres in extent, completely hemmed in by high hills. These monsters of the forest were discovered in 1852 by Dowd, an old bear hunter, while on one of his foraging expeditions. Reporting his discovery at camp on his return, he was laughed at. Having a quiet reticent disposition, he kept shady about his big trees. Several months after, in company with one of the boys from camp, an old grizzly was wounded, and following its trail down into the valley the old hunter's story was verified. He returned to camp that night with a living witness to prove that he had seen a tree measuring 90 feet in circumference, and no telling how high. Old Dowd's name will be handed down to posterity as a reward for his famous discovery.

MARVELOUS DIMENSIONS,

The valley in which this grove is situated contains, of the *Sequoia* trees, ninety-three, not including those of from one to ten years' growth. There are also hundreds of sugar and pitch-pines of astonishing proportions, attaining the height of 275 feet, and not infrequently a diameter of 10 to 11 1-2 feet. Any where else these pines would be regarded as vegetable monsters.

Here by the side of the *Sequoia*, they look like dwarfs. Standing near the uprooted base of the "Father of the Forest," the scene is grand and beautiful beyond description; the "Father" long since bowed his head in the dust, yet how stupendous even in his ruin! He measured 112 feet in circumference at the base, and can be traced 800 feet where the trunk was broken by falling against another tree. It here measures sixteen feet in diameter, and according to the average taper of the other trees, this venerable giant must have been 450 feet in height when standing.

A hollow cylinder or burnt cavity extends through the trunk 200 feet, large enough for a person to ride through on horseback. Walking upon the trunk and looking from its uprooted base, the mind can scarce conceive its prodigious dimensions; while on either hand tower his giant sons and daughters, forming the most impressive scene in the forest.

The grove contains ten trees, each thirty feet in diameter, and over seventy that are between fifteen and thirty feet.

In 1853 one of the largest trees, ninety-two feet in circumference, and over three hundred feet high, was cut down.

Five men worked twenty-five days in felling it, using large augers. The stump of this tree has been smoothed off and now forms the floor of a house, upon which thirty-two dancers can be easily accommodated. Near the stump lies the immense trunk, measuring three hundred and two feet to its extremity.

Upon this was situated a bar and ten-pin-alley, stretching along its upper surface a distance of eighty-one feet,

affording ample space for two alleys side by side.

About eighty feet from this stump stand the "Two Sentinels," each over three hundred feet high, and the larger twenty-three feet in diameter. The carriage road approaching the hotel passes between the "Two Sentinels." On a hillside to the south stands a tree over fourteen feet in diameter, which has been christened "Old Dowd," in honor of the discoverer.

The "Mother of the Forest" has been stripped of her bark for one hundred and sixteen feet upwards from the ground. It is of course dead, and the top limbs are beginning to fall. Near the top a small tree, supposed to be a sugar pine, has taken root in the body of the "Mother," and is apparently intent on coming to something. This tree is three hundred and twenty-seven feet high and, without the bark, seventy-eight feet in circumference.

The "Fallen Monarch" presents the bare section of his large trunk, which has to all appearance been down for centuries. It is still 18 feet in diameter, and though all the bark and much of the wood have been wasted away by time, what is left is perfectly sound; but the upper half or two thirds, which struck the earth with greatest force in its fall, has all disappeared, and

trees quite a century old are growing where it struck. The tree must have been over three hundred feet high and twenty-five feet in diameter. "Starr King" is the highest standing tree in the grove, three hundred and sixty-six feet. "Daniel O'Connell" and "Edward Everett" stand near by. They are young trees—say eight hundred years old—and quite vigorous. It would be tedious to enumerate each tree with its name and dimensions, and we have selected a few of the most prominent to give the reader some idea of the grove. There are quite a number of young trees—say from two to three hundred years old, from forty to two hundred feet high. They are all growing finely, and promise, barring accidents of wind and fire, to be well brought up—middle aged trees of their kind—in about one thousand years. We spent several days in the valley surfeiting ourselves with enjoyment and collecting curiosities for the folks at home. The writer was the recipient of a *little* big tree, four inches high and estimated to be about four months old. It could not have been weaned, for all his coaxing and nursing since, has been in vain—the poor little thing has drooped and died.

MEMORANDA

Utah and Mormons,
Front map-

95-979-84 to 91.

107-263 to 267

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ROUTE NO. 2.

THE ST. LOUIS AND IRON MOUNTAIN RAILROAD,

WITH ITS BRANCHES, CONNECTIONS AND EXTENSIONS.

The main line of this road extends from St. Louis to Belmont, on the Mississippi, opposite Columbus, Kentucky, a distance of 196 miles. At this point it makes close connection with the trains of the Mobile and Ohio Railroad, and through this, with the whole system of Southern and South-eastern railroads.

There are two through trains (express and mail) daily, (Sunday excepted by the mail train;) and a number of accommodation trains to Carondelet, and De Soto. In fact this road, like the Missouri Pacific, has shown a laudable disposition to accommodate local

travel, and thus increase the settlement of farmers and miners along upon its line.

The geologist, mineralogist, pleasure-seeker, or practical business man will find a great variety of scenery and much to interest him, by making a trip over this road. There is no portion of the United States where so great a variety of minerals can be found, in as extensive deposits, as in the immediate vicinity of the various stations along this route. Those interested in geology, or mineralogy will find this a grand field for investigation and research.

STATIONS AND DISTANCES.

| | | |
|-----|--------------------|-----|
| 196 | St. Louis | 0 |
| 189 | Carondelet | 6 |
| 185 | Ivory | 9 |
| 186 | Jefferson Barracks | 10 |
| 184 | Quarantine | 12 |
| 181 | Grimsley | 14 |
| 176 | Jefferson | 19 |
| 174 | Kimmswick | 21 |
| 172 | Sulphur Springs | 24 |
| 170 | Illinois | 26 |
| 168 | Pevely | 28 |
| 166 | Horine | 30 |
| 163 | Bailey | 33 |
| 160 | Hematite | 36 |
| 156 | Victoria | 40 |
| 153 | DeSoto | 43 |
| 148 | Vineland | 48 |
| 145 | Blackwell | 51 |
| 138 | Cadet | 58 |
| 134 | Mineral Point | 61 |
| 130 | Hopewell | 68 |
| 126 | Irondale | 70 |
| 120 | Bismark | 76 |
| 11 | Bismark | 76 |
| 9 | Dent | 78 |
| 6 | Iron Mountain | 81 |
| 3 | Middle Brook | 84 |
| 0 | Pilot Knob | 87 |
| 120 | Bismark | 76 |
| 112 | Loughborough | 87 |
| 108 | De Lassus | 88 |
| 105 | Wolf Creek | 91 |
| 100 | Knob Lick | 95 |
| 96 | Mine La Motte | 101 |
| 91 | Fredericktown | 105 |
| 82 | Cornwall | 114 |
| 77 | Marquand | 119 |
| 71 | Bessville | 125 |
| 65 | Glen Allen | 131 |
| 62 | Marble Hill | 134 |
| 51 | Whitewater | 145 |
| 48 | Albenville | 143 |
| 41 | Caney Creek | 155 |
| 37 | Sylvania | 159 |
| 33 | Morley | 163 |
| 22 | Diehlstadt | 174 |
| 17 | Charleston | 179 |
| 10 | Henson's | 186 |
| 0 | Belmont | 196 |

ST. LOUIS.

This city, the northern terminus of this line of railroad, was fully noticed in Route No. 1. Embarking at Plum street Depot, you pass southward, through a manufacturing, chaotic portion of St. Louis, till you reach the

U. S. ARSENAL,

Which, after about forty years' occupation by the U. S., has been abandoned as a military depot, and the handsomely-ornamented grounds are conditionally donated to the city authorities, hereafter to be improved and transformed into

LYON PARK,

Named in honor of Gen. Nathaniel Lyon. With the natural advantages these grounds already possess—a commanding position overlooking the river, numerous large shade trees, and a central locality quite accessible by railroad, river, or street cars, this can easily be made one of the most pleasant and attractive parks in the city. Thence to

CARONDELET,

(Now within the corporate limits of St. Louis,) you have the broad Mississippi on your left, while on your right are the extensive

STONE QUARRIES,

From which are procured the rock for paving streets and gutters, for macadamizing and for building purposes either in blocks or when burned into lime. The summits of these perpendicular walls of lime-stone are occupied by some of the most

STATELY MANSIONS,

And beautiful grounds in the city, af-

foring from their towers a landscape view of an extensive scope of country, and of the river for several miles. The immense

FILES OF IRON ORE,

Unloaded upon the river-bank as you enter Carondelet from the north, are for shipment by steamboats and barges, to furnaces at various points along the Ohio River, some going even to Wheeling and Pittsburgh. This ore is from the Iron Mountain, Pilot Knob, Shepherd Mountain and other points which we will describe particularly, hereafter. Near the first station at Carondelet, will be seen the Pioneer

CARONDELET FURNACE,

Where in March, 1868, the first experiment was made, practically demonstrating that Illinois coal can be successfully and profitably used in smelting Missouri Iron ores. The astonishing success of this experiment is destined to work

A GREAT REVOLUTION

In the production of Iron. Experts of forty-five years' experience pronounced the test one of the grandest successes ever witnessed by them, and characterize the product as equal to Missouri Charcoal Iron,—a metal estimated at the Bessemer Steel Works, in Troy, New York, to be the best for their purposes of any produced on the Continent of America. A new era in the manufacturing interests of this country has commenced, and the world's centre of iron production is rapidly being transferred to the Mississippi Valley. It may be proper now to give the highest authority as to the supply of the two important elements,

IRON AND COAL.

The State Geologist of Missouri says, "there is ore enough of the very best quality, within a few miles of Pilot Knob and Iron Mountain, above the surface of the valley, to furnish 1,000,000 tons per annum of manufactured iron for the next two hundred years." Dr. Norwood the Illinois State Geologist, in describing the coal measures of that State, underlying an area of more than 26,000 square miles, says, "These coal fields can furnish 100,000,000 tons per annum for the next thirteen hundred years." There are already twelve furnaces making iron in this State, and the number is rapidly increasing. Among those directly on the line of the road, here, we will name the Lewis Iron Works, the South St. Louis Iron Works, and the Kingsland Iron Works, each having two furnaces, embracing all modern improvements and conveniences. Adjacent to the last named works is being erected one of the most extensive

IRON AND STEEL RAIL MILLS

In the United States, with a working capital of \$5,000,000. This immense establishment will be known as the Vulcan Iron Works; and with D. R. Garrison as President, and men of like spirit associated with him, we may confidently look for grand results in the future. This company may teach us that "it is not worth while to bring coals to New Castle."

In 1867 the first effort was made to demonstrate the value of Missouri Zinc ore, and now thousands of tons of the ore are annually converted into the many uses which daily increase the demand. The pioneer in this enterprise

who spent a fortune in experimenting, was instrumental in erecting

TWO ZINC FURNACES,

Now in active operation here, and sold at one time, in June, from his new works, twelve hundred tons of zinc, in slabs, amounting to \$168,000! This is but another practical illustration of the manner in which the mining and manufacturing resources of this State can be developed. The extensive boat-building yards, dry docks, and adjacent

UNION IRON WORKS,

Have some historical interest, inasmuch as the justly celebrated monitors and iron-clads, so efficient in the United States service during the war, were designed by Capt. JAMES B. EADS, and built at this point. An extensive

COTTON MANUFACTORY,

Is soon to be erected here by English capitalists, who claim for this point superior advantages over Great Britain.

JEFFERSON BARRACKS,

Ten miles below the city, occupy a beautiful sloping bluff, commanding the Mississippi, which was selected some forty years ago, by Gen. Atkinson, as the station for troops for the defence of the northern, western and southern frontiers. Dr. Wetmore, in his Gazetteer, published in 1837, says "Detachments are conveniently made from this position, to support any one of the garrisons on the upper Mississippi or Missouri, and on the lower Mississippi and its tributaries. Troops and munitions of war are conveyed with great celerity to any point on those navigable rivers."

The frontier outpost of those days is now the great commercial center of the Mississippi Valley, and upon this same

beautifully sloping bluff, within two miles of Jefferson Barracks, is one of the locations tendered for the new Capitol of the United States.

Quarantine, is the next station, a pleasant location, of late years almost obsolete, practically. Meramec is soon to have a large iron furnace. Kims- wick, 21, and Sulphur Springs, 23 miles from the city, are each well adapted for suburban villages, but property owners, and those seeking suburban sites, differ in opinion as to the value of real estate. The White Sulphur Springs, from which the latter place derives its name, possess valuable medicinal qualities, but have never been improved. This being the first practical point of junction of the railroad with the river, coming north, large quantities of iron ore are unloaded from the cars at this point, for shipment by boat, as at Carondelet. The development of the iron and coal interests of this section, if continued at its present progressive rate, promises to transform the river bank, from Illinois station to St. Louis into a continuous work-shop during the next decade.

PLATE GLASS MANUFACTURE.

About three miles below Illinois station, at Platin Creek, on the river, is the most extensive deposit of white sand, yet discovered in the west—the analysis of which proves it to be almost pure silic; and the result of a practical test at English works, was so satisfactory that "The American Plate Glass Company" has been organized, with a large capital; and from the impetus already gained for the project in this country and Europe, we

hope in our next edition to be able to chronicle the erection of one of the most extensive and successful glass manufactories in the west, and the *only Plate Glass Works in the United States*.

The bluffs, and table-land at Platin Rock, overlooking the river, are crowned by the extensive and well-tilled vineyards and fruit-farms of Col. N. J. Colman, Col. Jewett and others. Here is a beautiful lake, which in its season is covered with the fragrant nut-bearing lily—the Lotus of Missouri. At

ILLINOIS STATION.

The river bears away to the S. E. the railroad diverges to the S. W. We here lose sight of the Mississippi, and pass by Pevely, Horine, Bailey's and Hematite—each local business centers—to

VICTORIA.

Here is a well-kept summer-resort hotel, and several business houses, furnishing a shipping point to the surrounding fertile farms. A ride of four miles over a pleasant gravel road brings you to Hillsboro, the shire-town of

JEFFERSON COUNTY.

In the northern and eastern portion of the county, the land is principally undulating and fertile; and in the western and southern hilly and sterile. The land is generally more valuable for mining than for agricultural purposes. The best farming lands are in the valleys, and upon some of the slopes and ridges. A county Agricultural and Mechanical Association was organized in 1866, and have procured grounds near De Soto, costing about \$5,000, where an annual exhibition of the products of the county are held,

and it is stated that the display of fruit grown in the county, exhibited, last season, would more than compare favorably with the display at the great St. Louis Fair. Of

LEAD MINES.

According to Prof. Shumard's Geological Report, there were forty-two in this county; and many others have since been opened. Several of these mines have been worked at intervals for twenty-five years past, and few if any have been abandoned as unproductive or exhausted. The lead-region of south-east Missouri, which finds an outlet over this road, embraces the counties of Jefferson, Washington, St. Francois, St. Genevieve, Perry, Iron, Madison, Cape Girardeau, Bollinger, Wayne and Reynolds. Notwithstanding we have mines of sufficient capacity to supply the whole United States, if properly worked, the yield in 1869 of the Missouri lead mines, was but 172,688 pigs, (averaging eighty lbs.) while the receipts of foreign lead at St. Louis, for city consumption and shipment, amounted to 50,438 pigs—more than one-fourth the product of the Missouri mines. Only

CAPITAL AND ENTERPRISE

Are wanting, to render lead mining one of the most profitable branches of industry in the State. The West and particularly Missouri, is too wide a field, comprising too great a variety of acceptable and attractive enterprises to be properly developed by our present population. Recent explorations by boring, sinking shafts and driving tunnels have demonstrated that in many of the shallow diggings where surface mineral was found abundant, the real

deposits were not reached—the true veins are found below. The day is not far distant when a new impetus will be given to this interest, and even now it is receiving more attention than for some years past. The assessed value of property in this county in 1870 was \$2,859,565.

DE SOTO,

Is the next station—a thrifty town of some 1500 population, the terminal point of the daily accommodation train; boasts the best hotel on the road, where all passengers fare sumptuously, and a favorite summer resort for St. Louis families. The town has a pleasant romantic location, and is the business center for the numerous surrounding vineyards and well-tilled farms, and is the shipping point for the Valle and the Richwoods Lead Furnaces, and for the De Soto Building Stone Company. Five miles further, (and through a tunnel,) we reach

VINELAND,

Whose 100 acres of vine-clad hills, and the deep, capacious, well-filled wine-cellar suggest the appropriateness of the name; and the abundant yield of nearly all kinds of fruit upon a score of farms here, has established the reputation of this as a very favorable location for fruit-culture. But the enterprise of the wide-awake eastern inhabitants has some-what to do with the prosperity of the place. Here is one of the most extensive

BARYTA MILLS

In the west, producing now a finer quality than is made elsewhere in the world. But a few years ago, this was thrown aside by lead miners as worthless. Until recently the finer

qualities of this powdered sulphate of baryta were imported—now large quantities are exported from the mill at this place, and one at St. Louis. This mineral, when ground to powder, is frequently used for the adulteration of white lead; and by adding only ten per cent of white lead and using dense boiled oil instead of turpentine or benzine, it is pronounced equal to all white lead for paint, and the best German chemists say it is no adulteration. Recently it is being extensively used as “artificial ivory,” in the manufacture of piano-keys, billiard-balls, knife handles, toys, &c. This mineral is abundant at various points along the line of this road, usually in connection with lead ore, or in the vicinity of lead mines. A new process has recently been discovered here for utilizing

CALCAREOUS SPAR,

Which renders it one of the most economical minerals yet found for making putty, and a mill for preparing it has recently been erected at Vineland. Heretofore this mineral, so abundant in many portions of this State, has been considered of no practical value. It is frequently seen superbly crystallized in rhombohedral forms, constituting brilliant ornaments in mineralogical collections. The next station,

BLACKWELLS,

Is the shipping point for zinc ore from Valle's mines, and of lead from Bish's, the St. Joseph, the Hazel Run, and Stocker, Tyler, and Co's lead furnaces; hence the visitor to these mines would leave the road at this station. From the next station,

CADET,

Upwards of sixty million pounds of

Baryta (heavy spar) have been shipped to the mills at Vineland and St. Louis and the supply is practically inexhaustible. From Mineral Point, 6 miles below, a branch road, 4 miles in length, extends to

POTOSI,

Which is the centre of an extensive mineral district. Mine-a-Breton was discovered by Francis Breton, in 1863, near where the present city of Potosi is located, and mining was at once energetically commenced, and has continued, at short intervals ever since. In the same year Moses Austin, from Virginia, erected the

FIRST SMELTING FURNACE,

Of logs, and complied with his contract to manufacture sheet lead, by pouring the melted lead upon a flat rock, where it formed into sheets about 3 feet square. This condition complied with, he received a concession of one league of land, comprising what was then considered the best part of the mineral land. The lead produced by the early miners, was conveyed to the river on pack-horses, sent to New Orleans in boats, and thence chiefly shipped to France. In 1836 there were upwards of 75 lead mines open and actually occupied within 16 miles of the town, employing 500 hands, and several of the mines in this county have been worked more or less, for about one hundred years. The aggregate shipment of pig lead from nine furnaces, in 1869, were three millions seventy-three thousand and seven hundred pounds. When we remember that the entire yield of lead in the whole State in 1852 was but about 105,000 lbs., the present yield is certainly very satisfactory.

Another interesting relic of the past, at Potosi, is

DURHAM HALL,

Erected in 1794, when it was probably the most costly dwelling in the State. During the residence of Moses Austin in this house, he planned and carried into execution the "Expedition to Texas," which resulted in the settlement of Texas, and subsequently her annexation to the United States, followed by the Mexican war, the acquisition of California, &c.

THE FIRST SETTLEMENT

Was made here in 1721, or 1722, by miners, who mined to some extent from that time to 1740, under Renault and "The Company of the West."

WASHINGTON COUNTY,

Of which Potosi is the county seat, contains deposits of iron, lead, silver, copper, copperas, chalk, black-lead and brimstone; and gold has been found in several places in small quantities; also free-stone, limestone, grind and whet-stone quarries, and mill-stones which are used instead of the French buhr. At present lead, zinc and lumber are the principal articles shipped. The Missouri and Pennsylvania, Long's and Deane's and probably other furnaces, ship lead from this point, amounting in the aggregate to some 5,000,000 lbs. annually. At the third annual Fair of the county

AGRICULTURAL ASSOCIATION,

In 1869, a very creditable display was made in all departments. There was at that date nearly \$300,000 worth of live stock in the county, some of the finest imported varieties. Millions of tons of sulphate of barytes and native carbonate of lime (glass tiff.) can be

MEMORANDA.

MEMORANDA

naces, a foundry, crushers, and the introduction of tram-ways, a diamond drill, &c.

FREDERICKTOWN,

Like some of the other towns described, is the center of an agricultural as well as a mineral region. The town is pleasantly situated, and has grown rapidly since the completion of the railroad, and will eventually become one of the most important shipping points on this portion of the road. It is the seat of justice of

MADISON COUNTY.

The general face of the country is uneven, and in some portions approximates what may be termed "mountainous ridges," in many instances composed of porphyritic, and other rocks of the older formations. A large proportion of the county is not susceptible of cultivation; but so far as developed it is richer in

MINERALS

Than any other county in the State. Iron, lead, nickel, copper, gold, platina, silver, cobalt, manganese, kaoline, granite and tin, are all reported to exist in extensive deposits in this county. The

FIRST PIG OF TIN

Ever produced in the United States, was exhibited at the annual St. Louis Fair, in 1867, and was awarded a premium of \$100. The weight of the larger bar was 27 1-2 lbs., and the yield of the crude ore was 8 per cent. The

TIN MOUNTAIN

Is about nine miles from Fredericktown, in the purchase of which, and in preparing for mining and manufacturing some \$30,000 have already been expended, and it is reported that ex-

tensive furnaces will soon be erected, for manufacturing tin.

The citizens of this county have manifested their interest in agriculture, by the purchase and proper improvement of fifteen acres for

FAIR GROUNDS,

Where annual exhibitions will hereafter be held. Live stock, fruit of all kinds, and small grain, and the grasses all yield abundantly, but

BEE CULTURE

Here assumes a mental phase—in the shape of a sprightly weekly newspaper, called "The Bee," published at Fredericktown. The assessed valuation of personal property in 1868 was \$1,550, 000.

CORNWALL,

Ten miles below, has no importance, except as the shipping point for a newly discovered mineral district. Several extensive deposits of

IRON ORE,

Of the red and brown hematite varieties, have recently been opened in this vicinity, and the ore will be shipped from here.

NICKEL, COBALT AND MANGANESE

Have recently been found existing in two veins of great extent, and remarkably pure, which, when properly developed will prove valuable. Passing through a rugged country, with here and there a small valley farm, we flit over deep valleys and gorges, crossed by high, substantial bridges, rush through deep cuts and tunnels, suggestive of the engineering skill and determined energy displayed by this company in constructing the road so rapidly through so rough a country. At

MARQUAND

Are extensive cooperage works lately established by C. Cupples & Co., of St. Louis, and other manufactories are in prospect. There is a hotel, stores and some twenty residences, all new.

GLEN ALLEN

Is in a woody glen, at the foot of the grade going south, hence the decision of the company to erect here their relay engine house, local repair shops, &c. There are large deposits of hematite iron ore in this vicinity.

MARBLE HILL,

Is a thrifty, enterprising town, pleasantly situated upon a commanding elevated site. This is the county-seat of

BOLLINGER COUNTY,

The general surface of which is broken and hilly, but a good proportion of the land is fertile, and generally well timbered. Most kinds of grain, fruit and vegetables yield abundant crops. Immense beds of

KAOLINE,

So highly prized in Europe, for the manufacture of porcelain or iron-stone china-ware, are found in this county. Here are also extensive deposits of pipe-clay, the best variety of fire-clay, admirably adapted for the manufacture of fire-bricks or glass-pots, and the material for glazing porcelain ware, is also abundant. These clays have a wide reputation, and are now being shipped to Cincinnati, Wheeling and Pittsburg for manufacture into crockery-ware. A

GOOD INVESTMENT

For practical men, would be the establishing of a crockery-ware manufactory

convenient to these clays, which, as to quality are unequaled on this continent, the quantity is inexhaustible, and the demand for the articles is beyond computation. The assessed valuation of property in this county in 1870, is \$1,801,407.

ALLENVILLE,

Though a small new town, is quite a business center, has a good gravel-road connection with the county-seat, and has the largest shipment of cotton of any station on the entire line. Near this station, in excavating for the railroad, through a corn field which has been in cultivation forty years or more, the workmen came upon several human skeletons which were probably of a pre-historic race—being about eight feet high; and oak boards were found thirty-five feet below the surface, embedded in the clay

NEGRO WOOL,

Receives its name from the peculiar character and appearance of the grass, after mid-summer. This is the junction of the Cape Girardeau and State Line Railroad.

CAPE GIRARDEAU COUNTY

Has an undulating surface, fertile soil, forests of heavy timber, extensive beds of white, cream-colored, red, black and gray marbles, and excellent materials for lime and bricks, for building purposes. Fruit is a certain and abundant crop. Wheat, the staple grain. The natural soil for blue grass, and the abundance of clear water, render it favorable for stock-growing. The assessed valuation of property in 1870 was \$4,204,842.

MANUFACTORIES.

There are eleven flouring mills, three extensive woolen factories, and seven saw mills.

BIG TREES.

Sweet gum trees here attain a height of one hundred and thirty feet, and a circumference of fifteen feet; and here are some white ash trees eighteen feet in circumference and one hundred and ten feet high.

CANEY CREEK,

Is in a good lumber region, has one saw-mill, and about a dozen residences, shops, &c.

SYLVANIA,

Is the centre for an extensive poplar timber district, and three saw-mills are busily converting the large straight logs into lumber. There are some forty new buildings, and the lands are better for farming.

MORLEY,

A thrifty new town, in Scott county, boasts two hotels, three stores, three livery stables and about fifty dwellings, situated in large yards, among the full-grown forest trees, giving the town an attractive rural appearance. Northward-bound passengers dine at this station.

SCOTT COUNTY

Comprises a great variety of soil—high, rolling up-land, well-watered and heavily timbered, embraces one-third of the county, while "the swamps" in the south-west corner occupy nearly one-fifth, and the sandy woods one-fourth of the two area of the county. Between the last named, on the "Richwood," is an extensive tract of very fertile land.

Wheat, corn, and cotton are the principal products, the latter proving the most profitable crop; the yield frequently being 1,000 lbs., per acre. Of

TIMBER,

The poplar is very abundant, and of the first quality; oak and cypress are very plentiful, and sassafras trees attain a size of forty inches in diameter. There are five

COTTON GINS,

And four cotton presses in the county, and the cultivation of this crop will be largely increased. The assessed valuation of property in 1870 was \$1,911,104

DIEHLSTADT,

Like several of the new towns along this line, enjoys "great expectations." Here is a steam cotton gin and press, church, dry-goods store, several residences, and a fertile farming region surrounding. There are five cotton-gins in this county.

CHARLESTON,

The county-seat of Mississippi county, (178 miles from St. Louis, and 17 from Belmont,) is situated in a beautiful prairie, at the junction of two railroads, has a fine hotel, two steam grist mills, churches, schools, merchants, &c., and a weekly newspaper, the "Charleston Courier."

MISSISSIPPI COUNTY,

Is principally of alluvial formation, the soil very fertile, and generally heavily timbered. There are three prairies, averaging from four to six square miles each.

CORN

Is the staple crop, yielding from 40 to 100 bushels per acre; and all kinds of small grain, castor beans, tobacco,

timothy, and cotton do well; vegetables attain a size that would be deemed fabulous on the hills or in a more northern clime.

TIMBER.

There are Spanish oak trees in this county twenty-eight feet in circumference and 110 feet high; and sycamore trees forty-three feet in circumference, with a hollow fifteen and one half by eight feet in diameter. The assessed valuation of property in this county in 1870 was \$1,122,843.

BELMONT,

Is situated on the Mississippi river, twenty miles below the mouth of the Ohio river, and directly opposite Columbus, Ky. The town was named after the American representative of the Rothchilds, Auguste Belmont. It has a level site, is a good steamboat landing, with constant deep water, a direct crossing and a river ferrage of less than half a mile—a combination found nowhere else below Cape Girardeau. At present the surroundings at this place are not very attractive, and the land for some distance back from the river is low and heavily timbered; yet those who hereafter build here a great manufacturing and commercial city, will probably find no more to contend with than had Chicago in its early history.

INCLINED PLANES

Have been laid along the river, and loaded cars are expeditiously crossed on a transfer boat. The location of

COLUMBUS

Has ever been considered an important point. The Legislature of Virginia (of which Kentucky was then a part) in 1783, gave to the soldiers of the

"Continental line" the lands called the "Kentucky purchase," and from the report of the Commissioners, they passed an act, "that this tract, from its situation on the Mississippi river and other advantages, was of too much importance to fall to the lot of any one individual, and therefore four thousand acres were to be laid off as a town which was done by the Commissioners and called Columbus—President James Madison then predicting that upon this elevated point (in sight of four States) would one day stand the capital of this Union.

"This is the head of large and the foot of small steamboat navigation, the northern end of the Southern States, and the southern end of the Northern States. Here the Mississippi never freezes or becomes too low which makes the place emphatically the lower end of the upper country and the upper end of the lower country."

Such was the tenor of the report, and such was the position of affairs when Col. Gaines, of Mobile, J. J. McRae, of Mississippi, and Col. Childs, the Chief Engineer, came North, to select the upper or northern terminus of the Mobile & Ohio Railroad. The reason for this location being selected, was that it was the first high land on that side of the river below the mouth of the Ohio—was below the narrow channel at the Iron Banks, the lowest place where ice gorges—was on that great "Inland sea" of Mr. Calhoun, the "Mighty Mississippi"—had a good landing, which the bluffs above would ever keep permanent—had a deep river, with a direct crossing—and,

above all, that it was the only practicable place to cross the river, and reach up to the Iron Mountain and St. Louis, and from thence onward to the Pacific Ocean—Col. Benton having already begun to agitate that question in Congress. A glance at the

SOUTHERN RAILROADS,

Centering at Columbus, will show the advantages of the location. This is the northern terminus of the

MOBILE AND OHIO RAILROAD,

Four hundred and seventy miles long, passing through the States of Kentucky, Tennessee, Mississippi and Alabama, terminating at Mobile, on the Gulf of Mexico, the best—in fact the only good harbor on the northern side of the Gulf, with a direct trade to Cuba, and the other isles of the West Indies, as well as to Galveston and other points on the Gulf, and the nearest port to the great Isthmus routes to California and Oregon.

Starting from Columbus on the Mobile Road, at Union City (a distance of twenty-five miles) it connects with the "Nashville and Northwestern, Road" opening a direct communication with the City of Nashville, and passing through one hundred and fifty miles of the richest, most fertile and populous portion of Tennessee.

Passing down the Mobile road, seventy miles from Columbus, we come to Humboldt, where the Memphis and Ohio Railroad crosses the Mobile road, giving a direct connection with Memphis on the one hand, and, when finished, passing through the States of Kentucky and Tennessee in the direction of Clarksville, Bowling Green, and Louisville.

Proceeding down the Mobile road eighty-seven miles, we come to Jackson, Tenn., where the Mississippi Central diverges southwardly, making nearly an air line to New Orleans, a distance from Jackson of four hundred and forty miles.

Passing on, we next come to Corinth, the crossing-place of the Memphis and Charleston road, connecting with the roads of Georgia, Virginia, and the Carolinas, giving free access to the Southern ports of Charleston, Savannah and Wilmington.

This net-work of railroads, penetrating and bisecting the States of Kentucky, Tennessee, Mississippi, Louisiana, Alabama, Georgia and the Carolinas, has a direct connection with St. Louis and the whole northern system of roads, *via* the Iron Mountain railroad.

Having completed the tour of the extension to the river, and briefly described the connections southward to the Gulf, we now return to

BISMARCK JUNCTION,

Running southward, six miles through a rugged hilly country, brings you to the justly celebrated

IRON MOUNTAIN,

One of the grandest natural curiosities on the globe, than which few, if any, localities in the west, are more widely known. It is a mamillary-formed mound, composed almost entirely of pure iron ore, covering an area of some 500 acres, its summit being about 230 feet above the surrounding valley, but the ridge of which this is a southwestern termination, attains an elevation of 400 feet. Dr. Litton (in this first Geological Report,) estimated this

mountain to contain 1,655,280,000 cubic feet, or

280,187,875 TONS OF IRON ORE

During the first four months of the present year (1870,) there were 189,857,260 lbs. of iron ore, and 16,506,235 of pig iron, shipped from this locality by railroad, and to such an extent is the demand increasing both for home consumption to supply furnaces and for shipment to furnaces in other States, that the quantity which can be sold is only limited by the capacity of the railroad to transport it to the river.

THE ST. GENEVIEVE AND IRON MOUNTAIN R. R.,

When built, will probably double the shipments, affording a direct route to the Mississippi for all the ore intended for furnaces along the Ohio River. There is no room for speculation or doubt as to the quantity or quality—one is practically inexhaustible, and the other, for many purposes, has no equal. Chouteau, Harrison and Valle own a large quantity of land surrounding their iron property, and have

THREE IRON FURNACES

In operation here, producing the best charcoal iron, which finds a ready market.

PILOT KNOB,

Five miles below Iron Mountain, and 86 miles from St. Louis, is the present terminus of the R. R. Pilot Knob, proper, is a conical shaped mountain, rising 581 feet above the surrounding valley—its summit being 1,118 feet above the city directrix at St. Louis. This deposit covers an area of 860 acres, and is estimated to contain upwards of 14,000,000 tons of iron ore,

above the surface of the Valley. The ore differs from that at Iron Mountain, being more compact, containing more silica, and breaking with a steel-like fracture. Being an elevated conical hill, it has for many years served hunters and travelers as a prominent landmark. Following up the tramway from the furnace at its base, which you will find very interesting, you soon climb to

THE EXCAVATION,

Where very many thousands of dollars worth of ore have been quarried and shipped, and yet the supply is apparently good for ages yet to come. After observing the quarrying and shipping process, and the peculiar stratification, the dip, and other objects of interest; a short walk along a well-worn, rugged path, soon brings you to

THE SUMMIT,

Affording an extensive view of the country. Away in the dim distance you can see high hills, said to be 40 miles from this point. The view from this summit is probably superior to any other in the State either in extent or in grandeur.

Facing the west, the large hill across the valley, (one and one-fourth miles distant,) is

SHEPHERD MOUNTAIN,

Which is seventy-nine feet higher than Pilot Knob. It is of an oblong shape lying north-east and south-west, nearly two miles in length by one in width, and covers an area of 800 acres. So-called

LOADSTONE,

Or magnetic iron ore, mixed with a specular oxide ore, render, this property valuable. The ores are extensive.

ly mined not only for use in furnaces here, but for shipment. At the northern base of this mountain, in the valley near the town will be seen the remains of the fort used during the famous

BATTLE OF PILOT KNOB,

(In the late war,) when several hundred lives were here sacrificed in battle. At the farther end of this mountain, quietly nestling in the valley, will be seen the beautiful city of

IRONTON,

The seat of Justice of the County, with the United States Land Office for South East Missouri, a substantial brick court house, several churches, schools, mercantile houses, &c., and an intelligent enterprising population, who sustain three weekly newspapers—the “Enterprise,” the “Register” and the “Liberal.” Convenient to this place are several

NATURAL CURIOSITIES,

Among which may be named the “Shut-In,” a mountain-gorge a short distance below, where Marble Creek appears to have worn its channel through large masses of porphyry rock, leaving rocky cliffs, towering almost perpendicularly on either side hundreds of feet in height, and through this canyon rushes a small rapid stream.

GRANITE KNOB,

Is situated about five miles from Pilot Knob, and two miles west from Middlebrook. It is a dome-shaped hill, about one hundred feet in height, composed of boulder-shaped masses of beautiful red granite. These immense rocks lie piled in grand confusion, varying in size from four to fifty feet in diameter. Some of these have been rolled down to the base of the mountain—others

retain their original position on the Knob. Some of these rocks rest upon very narrow bases, and

THE ROCKING STONE,

Is a boulder about eight feet in diameter, so exactly poised on a small base that it can be moved with a slight pressure of the hand.

IRON COUNTY,

Is very appropriately named, containing within its borders a number of very extensive deposits of iron ore. The principal portion of the county is broken and very hilly, and much of the land unfit for cultivation, but generally heavily timbered. The assessed valuation of property in this county in 1868, was \$1,961,503.

THE ARCADIA VALLEY,

(In which are situated Ironton, and the village of Arcadia a mile beyond,) is a beautiful and fertile tract of land, well watered, having a good supply of timber, and soil adapted to all farming purposes. Some of the best farms in this valley have been under cultivation more than thirty years. Lead, kaolin, marble, and other useful minerals are abundant in this county.

ARCADIA,

A short mile below Ironton, is pleasantly situated at the base of a beautiful range of hills, in the south part of the Valley. A High School was established here in 1849, which may be considered the nucleus around which the town has grown up. Upon this town plat are two large springs of pure cold water, which, with the good hotels, healthy climate and beautiful scenery here render this village and Ironton very attractive as

SUMMER RESORTS,

Which many families from St. Louis enjoy every summer season.

SOUTHWARD,

The railroad is being rapidly extended through Iron, Wayne and Butler counties to the State line, thence to connect with the prominent railroads in Arkansas. The continuation of this line will develop

A NEW MINERAL REGION,

Embracing the southern part of Iron, and Wayne, Carter and Ripley, which have mineral deposits of great value, entirely undeveloped, owing to the want of shipping facilities. After passing through the mineral district, this road will traverse one of the most extensive

LUMBER REGIONS

In the State. In Stoddard county we noticed a tupelo 30 feet in circumference and 120 feet high; in Pemiscot an elm tree 22 feet around, and 100 feet high; and cypress trees 29 feet in circumference and 125 feet high. In Butler the trees are also very large

embracing a great variety, and the valleys and alluvial lands are heavily timbered.

When completed through, to connect with the Arkansas railroad, as it will be, at an early day, this

GREAT NORTH AND SOUTH LINE,

Will prove one of the most important roads in the State, penetrating and traversing a very rich mineral, lumber and agricultural district, and affording the

MOST DIRECT ROUTE

Between the North and the South; adding millions of dollars to the trade of St. Louis, not only in the business that will be created with the merchants in Arkansas and other Southern States, and the supplies and machinery which will be required for the rapidly developing country, but in the

MINERALS AND LUMBER

Now dormant and practically worthless. These developed and brought to market, will furnish employment for thousands of industrious men, and profitable investment for millions of capital.

MEMORANDA.

MEMORANDA.

MISSOURI BRASS FOUNDRY, STEAM & GAS PIPE WORKS.

JOHN KUPFERLE & CO.

MANUFACTURERS OF AND DEALERS IN EVERY VARIETY OF

BRASS WORK

For Engine Builders, Steam Fitters, Plumbers, &c.

ALSO

Wrought & Cast Iron and Lead Pipe & Fittings,
For Steam, Water and Gas.

Rubber Hose, Packing & Belting,
HEMP AND COTTON PACKING.

STEAM PUMPS of Every Description,
Adapted to every possible duty, such as pumping
hot or cold liquids, &c.

Water Works, Mining, Quarry, Distillery, Brewery and Mill
Pumps; Cistern, Yard, Well and House Pumps.

Public and Private Buildings
HEATED WITH STEAM.

ROOT'S PATENT BLOWER & PORTABLE FORGE,
Superior to all others.

Mill, Brewery and Distillery Supplies.
Illustrated catalogues furnished on application.

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ROUTE NO 3.

THE SOUTH PACIFIC RAILROAD,

ITS BRANCHES, CONNECTIONS AND EXTENSIONS.

This road has suffered from a multitude of delays, disappointments and discouragements, lasting through twenty years; but these years of darkness are passed, and the South Pacific is rapidly becoming one of the great thoroughfares of the West. The line of the road is for the most part, through a beautiful country with a fruitful soil and a climate as genial as that of Italy. The South Pacific Railroad was commenced as "the South-west Branch of the Missouri Pacific Railroad," and the first portion of the road, to Rolla, built under

the auspices of that company. It has since been sold to the present Company who have manifested remarkable energy, in the very rapid manner in which they have constructed and equipped this important railroad. Since the transfer of this road and its franchises to the present company, they have leased from the Missouri Pacific the right to run over their road, between Franklin and St. Louis. But an independent line between these two points will soon be built.

well in any of these several hilly counties, as any other crop.

GRAPE CULTURE,

Is receiving considerable attention at Washington and South Point on the Missouri river, and large vineyards have been put out in the interior of the county. The taxable wealth of the county in 1870, was \$4,751,185.

STAUNTON,

Is a small station 65 miles from St. Louis. For several years before the war, a copper mine was worked in the vicinity of this town, and about fifty tons of copper ore were smelted previous to 1858. The average yield of the ore was about 48 per cent. of copper. Eight locations are named, where the ore was found, in this county. A large spring four miles from this station is the source of Spring river. The volume of water is sufficient to drive two pairs of burrs the year round. Six miles bring you to

SULLIVAN,

A thriving town of some 700 inhabitants, and the shipping point for an extensive lead district. This is also surrounded by a good agricultural region, and the amount of wheat shipped from here is nearly as large as at any other point on the road. Eleven miles further you reach

LEASBURG,

A station of considerable local importance. Seven miles from here are the

SCOTIA IRON WORKS,

Built under the direction of John G. Scott, Esq.: this being the fifth furnace he has built in the State, is a sufficient guaranty that it is complete in every respect. Convenient to the furnace is a very large deposit of iron

ore which it is estimated will furnish a supply for many years to come, and the company own seven thousand acres of timber land, to supply charcoal.

CUBA,

Ninety miles from St. Louis, situated in a beautiful prairie, is a town of some 400 inhabitants and growing rapidly. The recent opening of a number of iron mines in this vicinity has given an impetus to the prosperity of the place. Being the center of an extensive mining as well as agricultural region, and enjoying a fair prospect of becoming the county seat, this promises to grow into an important point. Iron yielding 66 per cent. of metal is very abundant within from 2 to 5 miles of the town. A drive of nine miles southward bring you to Steelville, the county seat of

CRAWFORD COUNTY.

This has been called the "mother of counties" from the fact that for many years her borders extended to the western part of the State, and several counties have from time to time been cut from her western and southern borders. The taxable wealth of this county in 1870, was \$1,995,943.

SOIL AND PRODUCTIONS*

The county embraces a great variety of soil—bottom, valley and table-land, prairie and sandy soils. It is well adapted to corn, wheat, oats, tobacco, fruit, grasses and vegetables. The excellent orchards and vineyards in the vicinity of Cuba, indicate that fruit growing can be very profitably engaged in. The native and tame grasses being abundant must render this a favorable section for stock-raising.

IRON,

Has been found in at least twenty different localities in the county, embracing the blue specular, brown hematite, red hematite and red oxide. But six or eight of these banks are being worked at present, but the discoveries are mostly new, and will soon be developed. The ores are all remarkably pure, and though 90 miles, west of St. Louis, are shipped to furnaces several hundred miles east of that city. One of the banks has been worked constantly for more than 40 years, yet gives no appearance of being exhausted. From the quantity and variety of ores, and being easily accessible by railroad, this district bids fair to rival even the famous Iron Mountain region.

LEAD.

In the first geological report, the locations are given of thirty-three Lead Mines, principally in townships 36, 37, 38, and 39 and Range 2 west. Some of these mines have been worked for a great many years, and those who have energy and capital, can here find rare opportunities for profitable investment.

COPPER

Has been found in eight different localities, and for several years mining and smelting works were in successful operation near Staunton.

Two and a half miles beyond Cuba is the shipping point for several iron mines, hence the appropriateness of the name

IRON CENTER,

Where the proprietors propose to donate lots to mechanics, artisans and business men who may locate. Twelve miles bring you to

ST. JAMES,

In Phelps county, probably the most thrifty town on the road, owing its origin and rapid growth principally to Wm. James, Esq., proprietor of the Dunmoor woolen and flouring mills here, and of the Meramec Iron Works six miles distant. This place has a male and female seminary, two churches, a district school, lodges of Masons, Good Templars, and numerous business houses.

THE MERAMEC IRONWORKS,

Six miles south, are the pioneer works of the State, and have been constantly in operation since 1829, turning out 15 tons of No. 1 pig iron per day, and 250 tons of hammered iron and 1200 blooms per year. These extensive works are driven by a

LARGE SPRING,

Which is the chief source of the Meramec River, and discharges in the driest seasons 10,000 gallons per minute, and upon a head or fall of twelve feet, turns seven large water-wheels, which drive a furnace-blast, forge-blast, ancony forge, chaffery forge, bloom forge, grist mill and saw mill. The

ST. JAMES AND LITTLE ROCK R. R.

Is projected to run from this point southward, via the iron banks in Phelps, Dent and Texas, to Little Rock, Ark.

ROLLA,

The flourishing county-seat of Phelps county, is 113 miles from St. Louis, and about half-way to Springfield. The Court House, seminary, and the business blocks are of brick. This is the business center for an extensive farming and mining district. Two

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Ninety miles from St. Louis, situated in a beautiful prairie, is a town of some 400 inhabitants and growing rapidly. The recent opening of a number of iron mines in this vicinity has given an impetus to the prosperity of the place. Being the center of an extensive mining as well as agricultural region, and enjoying a fair prospect of becoming the county seat, this promises to grow into an important point. Iron yielding 66 per cent. of metal is very abundant within from 2 to 5 miles of the town. A drive of nine miles southward bring you to Steelville, the county seat of

CRAWFORD COUNTY.

This has been called the "mother of counties" from the fact that for many years her borders extended to the western part of the State, and several counties have from time to time been cut from her western and southern borders. The taxable wealth of this county in 1870, was \$1,995,943.

SOIL AND PRODUCTIONS.

The county embraces a great variety of soil—bottom, valley and table-land, prairie and sandy soils. It is well adapted to corn, wheat, oats, tobacco, fruit, grasses and vegetables. The excellent orchards and vineyards in the vicinity of Cuba, indicate that fruit growing can be very profitably engaged in. The native and tame grasses being abundant must render this a favorable section for stock-raising.

IRON,

Has been found in at least twenty different localities in the county, embracing the blue specular, brown hematite, red hematite and red oxide. But six or eight of these banks are being worked at present, but the discoveries are mostly new, and will soon be developed. The ores are all remarkably pure, and though 90 miles, west of St. Louis, are shipped to furnaces several hundred miles east of that city. One of the banks has been worked constantly for more than 40 years, yet gives no appearance of being exhausted. From the quantity and variety of ores, and being easily accessible by railroad, this district bids fair to rival even the famous Iron Mountain region.

LEAD.

In the first geological report, the locations are given of thirty-three Lead Mines, principally in townships 36, 37, 38, and 39 and Range 2 west. Some of these mines have been worked for a great many years, and those who have energy and capital, can here find rare opportunities for profitable investment.

COPPER

Has been found in eight different localities, and for several years mining and smelting works were in successful operation near Staunton.

Two and a half miles beyond Cuba is the shipping point for several iron mines, hence the appropriateness of the name

IRON CENTER,

Where the proprietors propose to donate lots to mechanics, artisans and business men who may locate. Twelve miles bring you to

ST. JAMES,

In Phelps county, probably the most thrifty town on the road, owing its origin and rapid growth principally to Wm. James, Esq., proprietor of the Dunmoor woolen and flouring mills here, and of the Meramec Iron Works six miles distant. This place has a male and female seminary, two churches, a district school, lodges of Masons, Good Templars, and numerous business houses.

THE MERAMEC IRONWORKS,

Six miles south, are the pioneer works of the State, and have been constantly in operation since 1829, turning out 15 tons of No. 1 pig iron per day, and 250 tons of hammered iron and 1200 blooms per year. These extensive works are driven by a

LARGE SPRING,

Which is the chief source of the Meramec River, and discharges in the driest seasons 10,000 gallons per minute, and upon a head or fall of twelve feet, turns seven large water-wheels, which drive a furnace-blast, forge-blast, ancony forge, chaffery forge, bloom forge, grist mill and saw mill. The

ST. JAMES AND LITTLE ROCK R. R.

Is projected to run from this point southward, via the iron banks in Phelps, Dent and Texas, to Little Rock, Ark.

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well in any of these several hilly counties, as any other crop.

GRAPE CULTURE,

Is receiving considerable attention at Washington and South Point on the Missouri river, and large vineyards have been put out in the interior of the county. The taxable wealth of the county in 1870, was \$4,751,185.

STAUNTON,

Is a small station 65 miles from St. Louis. For several years before the war, a copper mine was worked in the vicinity of this town, and about fifty tons of copper ore were smelted previous to 1858. The average yield of the ore was about 48 per cent. of copper. Eight locations are named, where the ore was found, in this county. A large spring four miles from this station is the source of Spring river. The volume of water is sufficient to drive two pairs of burrs the year round. Six miles bring you to

SULLIVAN,

A thriving town of some 700 inhabitants, and the shipping point for an extensive lead district. This is also surrounded by a good agricultural region, and the amount of wheat shipped from here is nearly as large as at any other point on the road. Eleven miles further you reach

LEASBURG,

A station of considerable local importance. Seven miles from here are the

SCOTIA IRON WORKS,

Built under the direction of John G. Scott, Esq.: this being the fifth furnace he has built in the State, is a sufficient guaranty that it is complete in every respect. Convenient to the furnace is a very large deposit of iron

ore which it is estimated will furnish a supply for many years to come, and the company own seven thousand acres of timber land, to supply charcoal.

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newspapers are published here—the "Express" and "Herald," and several churches and schools, well sustained, indicate the commendable enterprise of the people and the healthy tone of society.

PHELPS COUNTY

In its general features is rolling, and possesses a great deal of fine agricultural land, with here and there districts that are quite broken and hilly but adapted to cultivation. The western portion is most broken, particularly in the vicinity of the larger streams. The table lands possess a moderately fertile soil. The

DIVIDING RIDGE,

Between the Meramec and Bourbeuse presents a succession of beautiful woodlands and prairies, and affords some of the finest farms in the county, which are capable of vast improvement by subsoiling. The valleys are remarkable for their productiveness. Taking ten as the scale adopted by the Agricultural Bureau, at Washington,

THE CROPS

Of this county, in 1869, may be considered as very favorable: corn eleven, wheat twelve, rye twelve, oats thirteen, barley ten, buckwheat ten, potatoes eleven, sweet potatoes ten, beans eleven, sorghum ten, tobacco ten, hay fourteen, apples thirteen, peaches ten, and grapes eleven. Several extensive

IRON BANKS

Have been discovered in the vicinity of Rolla, which are being developed, and give promise of building up here an extensive business, of mining and shipping, and eventually in manufacturing of iron.

The assessed valuation of property in 1870, was \$1,279,018.

YORK,

Is a small station, one hundred and twenty-three miles from St. Louis, from which considerable stock is shipped. The Little Piney could be cheaply improved near this point to afford a valuable water-power.

ARLINGTON,

Three miles beyond, was formerly called Little Piney. There are several stores, and dwellings, but when this ceased to be the terminus of the railroad, many of the best business houses moved westward. This town is on the east bank of the Gasconade river.

JEROME,

On the west bank of the Gasconade, contains a flouring mill and several saw mills, stores, &c., and is destined to be a good manufacturing point. Lumber is brought down the Gasconade many miles. Iron and lead have been found in the vicinity, but no mines opened. The Railroad Company have a bridge here nearly six hundred feet in length. The Little Piney river joins the Gasconade at this point, and no place in the State furnishes so many natural and artificial advantages combined to render the improvement of water-power so easily available at so trifling a cost, and with equal prospects of being successful and profitable. Here are all the materials requisite for manufacturing—rock, timber of all kinds, iron ore in inexhaustible quantities, within seven to ten miles by railroad, etc., etc. Winding up a steep grade, twelve miles to the summit, you reach

DIXON,

A brisk new town one hundred and thirty-eight miles from St. Louis, and the business center for a very good farming region in

MARIES COUNTY.

The general surface of the county is broken timber land; however, very good soil is found in the valleys of Spring Creek, along the Maries, on the Dry Fork of the Bourbeuse, in Davis prairie, and the adjacent timber land. Corn, wheat, oats, barley, tobacco, sorghum, &c., are among the principal crops. Stock-growing and fruit culture are proving profitable. The county is improving rapidly since the railroad was completed.

IRON ORE

Has been found in considerable quantities in some twenty different localities, though none developed. A species of red chalk, used for dyeing, is also abundant in one of the hematite iron banks. The assessed valuation of property in 1870 was \$1,047, 484.

HANCOCK

Is reached six miles beyond Dixon, and is in another rich iron region, entirely undeveloped. The oldest citizens along this dividing ridge claim that it is so healthful that people there scarcely ever die a natural death.

RICHLAND

Is in Pulaski county, but near the line of Camden and Laclede counties. It is a thrifty new town, created since the railroad advent and growing rapidly.

PULASKI COUNTY

Is generally broken, some of the hills attaining an elevation of five hundred feet above the water courses, and admirably adapted to almost every variety of fruit, pasturage, and especially the raising of sheep. The Gasconade river and creek bottoms are very fertile.

The country is amply supplied with the best of water, principally hard, which is furnished by never failing springs, many of immense size, affording excellent unimproved water power for manufacturing purposes. The bottoms are heavily timbered with oak, hickory, black and white walnut, locust, ash, elm, sycamore, etc. Wheat grows finely, and if properly cultivated, will yield twenty-five bushels to the acre. Corn is the principal crop; the average yield per acre is about fifty bushels, but a much higher average can be produced by proper cultivation. Potatoes and sorghum grow to perfection. Sheep thrive well in this county. Horses, cattle and hogs are easily and profitably reared, and the business of stock raising is increasing rapidly in this section. The meadows and pastures in this county are excellent and hay is a leading product. All kinds of garden vegetables and fruits grow to the greatest perfection. Waynesville, the county seat, is situated near the center of the county, on the right bank of the Robideaux creek, and is a town of considerable importance.

The assessed valuation of the county in 1870, was \$644,915.

LEBANON,

The county-seat of Laclede county is one hundred and eighty-five miles from St. Louis, pleasantly located upon a prairie, and is the business centre of an extensive region of country abounding in both agricultural and mineral resources. It contains several churches, public and private schools, two weekly papers—the "Chronicle" and "Leader",—three hotels, a bank, saw and grist mills, shoe and blind factory, furniture,

wagon and plow factories, lumber yards, and a full complement of all kinds of business houses. The population has increased fully one hundred and fifty per cent. during the past year, —now about 3,000.

LACLEDE COUNTY,

Is situated on the high table land of the Ozark range, and presents a great variety of surface from the level and undulating prairie to rugged hills and miniature mountains.

THE SOIL

Of the uplands is various; the light and gravelly portions are well adapted to fruit culture, and particularly favorable for grapes; while in the post oak flats the subsoil clay comes nearer the surface. For many purposes the soil is superior to that of the alluvial, and has produced as high as thirty-five bushels of wheat to the acre, from eight hundred to 1,200 pounds of tobacco and most excellent timothy and other grasses. There is in the country probably 100,000 acres of rich alluvial bottom land, much of which is under cultivation.

FARMERS

Have realized of hemp, 1,500 pounds to the acre; tobacco, 1,200 pounds; corn, sixty bushels; wheat, thirty; rye thirty; barley, thirty; potatoes, two hundred; timothy, three tons; Hungarian grass, three tons, and an abundant yield of apples, peaches and cherries.

IRON ORE,

Of the brown hematite and specular varieties have been found in this county but no movement has been made towards their development.

The assessed valuation of property in 1870 was \$1,250,641.

MARSHFIELD,

The county-seat of Webster county, is situated on the ridge of the Ozark Mountains, at an elevation of 1090 feet above the city directrix at St. Louis, and 1462 feet above tide-water at Mobile Bay. It has a pleasant healthful location, and is surrounded by what will be developed into a good agricultural country. It contains a new brick court-house, two brick churches, three schools, two newspapers the "Yeoman" and "Democrat," several mercantile houses, and 1,500 population, having increased one hundred per cent. during the past year.

WEBSTER COUNTY.

The general surface of the country is rolling and in some portions quite broken, and bluffly, interspersed with springs, creeks, ravines, vales and smooth bottom lands.

THE SOIL.

The prairies have a subsoil of red clay, and have proved well adapted to general farming purposes; the timber land is rocky in places, but the soil is black and fertile, especially in the valleys. All kinds of fruits thrive well. The most profitable products shipped from this section are stock, corn, wheat tobacco, and hay.

FARMERS

Have raised 1,200 pounds of hemp, 1,200 of tobacco, sixty bushels of corn thirty-five of wheat, three to four tons of hay, to the acre, and other grains, grasses, fruits, and vegetables, in proportion.

STOCK-RAISING

is made a specialty, and with great success; about 1,000 head of fat cat-

tle, and the same number of mules are annually shipped to market. Timber of good quality is abundant, principally oak, walnut, hickory, maple, and cherry. The country is well watered by the Niangua river, and other beautiful streams of pure, clear water. Ten saw and flour mills are in operation; churches and school buildings are located in all parts of the county.

MINERALS.

Lead ore has been found in a number of localities, and the Hazelwood mines have been worked to considerable extent. They are about twelve miles south from Marshfield. The taxable wealth of the county, as shown by the Assessor's books' was in 1869, \$1,290,466; in 1870, \$1,574,258. About one-tenth of the county is under cultivation.

SPRINGFIELD,

The county-seat is pleasantly and advantageously situated near the center of Greene county, surrounded by a wide expanse of fertile agricultural land, bounded on the west and south by two large fertile prairies, divided into numerous well-cultivated farms. The streets are wide, and pleasantly shaded by trees. The court-house, churches and several business blocks and residences are of brick, neat and substantial. Of newspapers the daily "Patriot," weekly "Patriot" and "Leader," and monthly "Real Estate Register" are ably conducted, and liberally supported. There are several steam and water-power saw and flouring mills, farming implement manufactories, warehouses, stores, &c. &c.

NORTH SPRINGFIELD,

But recently laid out, is beautifully located; and being built up very fast. A number of first-class business houses, and the finest hotel west of St. Louis, the Ozark House, have just been completed, the company are erecting at this point fine depot buildings; this will be the crossing of the Kansas City and Memphis road, now being surveyed. A road is also projected from here to Fort Smith, Ark.

THE U. S. LAND OFFICE,

For South-western Missouri, is located at Springfield, and the best government lands are in this district, and can be entered as follows: Within the railroad limits the alternate sections are \$2.50 per acre, or 80 acres can be secured under the Homestead Law; outside the railroad limits land can be entered with cash or scrip at \$1.25 per acre or 160 acres can be located as a homestead. The lands are being rapidly located, principally by actual settlers; and no portion of the State has increased in population or prosperity as rapidly during the past two years as South-western Missouri.

GREENE COUNTY,

Is about one-third prairie and two-thirds timber, about one-half of the latter being broken; the other half of the timber lands is composed of rich alluvial bottoms, and what is termed post-oak flats and hickory barrens, producing tobacco equal to any raised in Kentucky, Virginia, or Maryland. The prairie is rich in soil and production. The James fork of White river waters the southern portion of the county and furnishes numerous sites for mills and factories. The coun-

ty is well supplied with spring water, offering invaluable advantages to the stock raiser. The water power facilities of the county which can be applied to machinery are unsurpassed. 15 saw mills and 12 flouring mills are in operation in the county. Timber is plentiful and comprises the following varieties: oak, walnut, wild cherry, hickory, maple, ash, etc.

CROPS.

The principal productions and the average yields of each are thus given: wheat 35 bushels per acre, corn; 40 rye 30; oats 40; barley 20; buckwheat 25; potatoes from 75 to 400 bu. Blue grass lands equal to those of the Kentucky blue grass region. Wild fruit grows profusely throughout the woodland and skirts of the prairie. Stock raising and grain growing are carried on very extensively in this section. There is good grazing all the year round, excepting January and February. Timothy will yield 3 tons to the acre. Cotton is given for home consumption, 500 pounds to the acre is an average yield.

MINERALS.

Iron and lead exist in the county, and some years ago a lead mine belonging to Hon. John S. Phelps was successfully worked. Coal has been found in several places in the county. The assessed valuation of taxable property in 1890, was \$6,241,648.

At a distance of six miles we pass Dorchester, a new station, and eight miles further Brookline, which is the centre of a well settled farming country, thence five miles bring us to.

PLYMOUTH,

The only town on the line, located in

Christian county,—which we trust may grow to meet the anticipations of its sanguine founders.

CHRISTIAN COUNTY,

Contains 571 square miles and adjoins Greene county on the south. The whole county is traversed with streams and springs of pure and soft water, and there is hardly a mile along them that does not present a good site for mills or machinery. About one-third of the land is adapted to a high state of cultivation, the balance to grazing. Between James and Finley creeks there is a prairie country which produces the finest grain in Southwest Missouri. It is particularly noted for the quality of the wheat. There are now about 50,000 acres in the country under cultivation, and the average yield to the acre is as follows: corn, 50 bushels; oats 25 bushels; wheat and rye, 25 bushels; barley, 35 bushels and other products in proportion. The grasses grow as well here as in the choicest spots in Kentucky. Apples, peaches, pears and other fruits thrive as well as in any portion of the State. Wild grapes, whortleberries and gooseberries are found in profusion. To the tobacco grower no country offers better inducements than this country. There are large quantities of timber in this section, consisting of oak, interspersed with maple, walnut, ash, sycamore and elm. On the south side of Bull Creek there is a pinery consisting of 3,500 acres, in which there is one steam mill at work sawing lumber. Taxable property in 1870, is \$977,948.

LEAD,

Has been found on the breaks of Bull and Swan creeks. There was consider

able mining carried on here some years ago, but for a period of seven years the mining business has been at a stand still. There was smelted previous to 1861, not less than 600,000 pounds of ore. Fine samples of mineral are found all over the county, and the deposits only need development by experienced miners.

OSARK,

The county seat, is a town of about 500 inhabitants, and within the past three years has grown rapidly. There are several stores in the town, and grist and saw mills in the vicinity.

About seven miles in a due southwest line, we reach

LOGAN'S,

Formerly Marionville, which has now a population of 500—an increase of over 100 per cent. during the past year. Thence through large tracts of beautiful fertile rolling prairie, interspersed here and there with groves of large forest trees, and passing the new towns of Aurora, Verona and Billings, we reach

PIERCE CITY,

Named in honor of the managing Director of the South Pacific railroad. This place is 291 miles southwest from St. Louis, and has been a railroad town since the 11th of June. Its principal claims are that it is the center of a fertile and thickly settled farming region, with abundant water-power for manufacturing, located at the head of a natural thoroughfare,—a gap in the mountains from Arkansas,—to which a large extent of country is tributary. The sound of the hammer and saw is incessant, and gives to the stranger a vivid impression, of the rapidity, with which Western towns are built.

LAWRENCE COUNTY

Possesses a very desirable division of fertile prairie and heavy timber land. The mildness of the climate, bountiful supply of water, and almost spontaneous growth of the various grasses render this a desirable section for stock-raising. The Stock Association has introduced some of the finest cattle and sheep to be found in the blue grass region of Kentucky.

WATER POWER,

Is an important feature in this county; the principal streams being Spring river, Honey creek, Clear creek, Flat creek, and Oliver's creek, and they offer as good inducements for milling and manufacturing as any streams in Southwest Missouri; there are at present in operation twenty-five grist and twenty saw-mills. These counties offer unsurpassed advantages to those wishing to engage in stock raising, farming, manufacturing, or mining.

CROPS.

Cereals yield abundantly, the average to the acre being: wheat, thirty bushels; corn sixty bushels; oats forty bushels; potatoes, one hundred bushels; tobacco, 1,200 pounds; timothy and clover, three tons; Hungarian grass, two and one-half tons. Of fruit, apples, peaches, pears, grapes, and most kinds of berries, yield abundantly.

MINERALS

Lead, iron, copper and zinc have been discovered in this section. The sample of the latter sent to the U. S. Assay Office, yielded fifty-six per cent. zinc, thirty-three per cent. sulphate of copper, and eleven per cent. iron. The

mining resources in this section only need to be developed to insure large profits. Taxable wealth in 1870 \$2,055,646.

MOUNT VERNON

The county seat is about ten miles north from Verona, and is a very prosperous town, with a population of some 1,500, a large court house, three churches, one of the finest public school buildings in the Southwest, an ably conducted newspaper "the Spring River Fountain," several stores, blacksmith and wagon shops, two hotels, and about 350 dwellings

GRANBY,

The "city of mines," was named in 1856 by the P.O. Department, at Washington. It is the principal mineral point in Southwest Missouri, where mining and smelting has been successfully prosecuted since 1849, and up to 1857 upwards of 5,000,000 lbs. of ore had been raised by squatters, smelted, wagoned to the railroad, and thence to St. Louis, yielding 3,000,000 lbs. of manufactured lead. The "Granby Mining Company" have smelting furnaces in operation, and the largest mercantile house in this part of the State. Here all is mineral and mining. After leaving the agricultural country surrounding, the transition seems as great, as that of being transplanted, to some mining region far away in the heart of Montana, or buried among the peaks of the Sierra Nevada. Countless holes are perforated in the hill sides and gleaming through the scrubby brush, we see the piles of red earth excavated from the shafts and sprinkled over with the sparkling "tuff." *Here are large and complete smelting*

furnaces in full blast, employing some three hundred hands, and large piles of mineral scattered around in heaps, and huge piles of pig-lead corded up, ready for shipment. In some places the shafts are very deep and immense steam pumps have to be used, in order to clear the mines of water. This town is exactly the counterpart of a California mining town.

NEWTONIA

Is pleasantly situated on Oliver's Prairie, five miles from Granby, and eleven from Neosho. The town was laid off in 1857, and besides other attractions, has the "Newton College."

NEOSHO,

The county-seat of Newton county, is three hundred and fourteen miles from St. Louis, and sixteen miles from the western line of the State, where the railroad enters the Indian Territory. It is a thrifty town of about 1,000 population, several good business houses, and two weekly newspapers. The name Ne-o-sho signifies clear, cold water; springs of which are abundant in this region, and two of which gush in large streams from the overhanging hills, at a sufficient elevation to supply the lower part of the town, with the great desideratum, clear, cold water.

THE RAILROAD

Will be completed to Neosho in November, 1870, and to the State Line before New Year's.

NEWTON COUNTY,

Is bounded on the west by the Indian Territory, which whether approached by railroad and civilization from the north or east, presents the treaty blockade which says "thus far and no farther."

THE FIRST SETTLER

In this county (in 1829) was L. Oliver, who was then the only white man in this neighborhood. This was then a part of Crawford county. Those who settled here at an early day had no mills, but at nearly every door stood a mortar, in which corn was pounded in. to meal or hominy, and groceries, and "store goods" were brought from the Mississippi on horseback over the long tedious Indian trails.

THE OLD SETTLERS,

Many of whom will still live to see the locomotive rush past their doors, and who have fought to do away with the Indian war whoop, and labored to introduce the locomotive's shrill whistle instead, have much to be proud of. They have done for us what we cannot do for them.

THE LANDS

Are gently rolling, and about equally divided between high rolling prairie and timber. The bottom lands for depth and fertility are equal to any in the West, while their exemption from overflow and standing water render them superior for cultivation. The soil of the uplands is about equally divided between red, black, and gray, each color and quality having its advantages. Timber is abundant and cheap, comprising almost every variety known in this latitude. Water is plentiful; over a dozen streams, large and small, course through the county, furnishing water power to an unlimited extent. Lime and sandstone are abundant, accessible and easily worked.

LEAD

Has been discovered in almost every section of the county, and the reputa-

tion of the Newton County Lead Mines is almost world-wide, as high as 1,500 pigs per week having been produced for years at a time. For richness of ore and quality of lead produced, the mineral of this county is justly celebrated. Among other advantages, this region with its mild winters, late falls, and early springs, seems especially adapted to stock raising of all kinds. The rich prairie grass and timber furnish both food and shelter. Wheat is a sure crop in this section, and the average yield is about twenty-five bushels per acre; other small grains in the same proportion. Tobacco is universally raised, of good quality, and yields largely. Cotton is also raised for home consumption. For

MANUFACTORIES,

Grand Falls on Shoal creek have a perpendicular fall of over twelve feet, with rock-bound banks above and below, with a volume of water one hundred feet wide by twelve feet deep. Two miles above at "the Shoals," the creek has a fall of nine feet in a distance of fifty yards—easily improved. There are several saw and grist mills, and one woolen factory in operation, and an almost unlimited scope and demand for all kinds of manufactories.

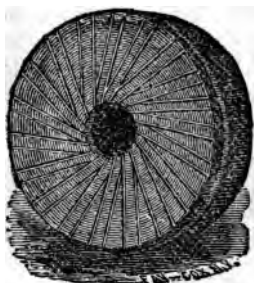
The taxable wealth of Newton county for 1870 is \$2,124,385.

THE ATLANTIC AND PACIFIC R. R. COMPANY,

Have a charter for a road from Springfield Mo. to San Francisco; which is controlled by the South Pacific—in other words the interests of the two companies are identical and the officers nearly the same. The route is along the 35th parallel which is considered by practical men

as the shortest, most desirable as to grade, most cheaply built, through a fertile country rich in agricultural or mineral productions its entire length, and south of the snow limits and free from all climatic obstructions—hence in many important respects the most desirable of any route built or projected. The present indications are that this road will be BUILT TO THE PACIFIC without any unnecessary delay, furnishing, through its main line and tributaries, direct connection with the Indian Territory, Texas, New Mexico, Arizona, Mexico, and the Pacific Coast in California.

A. K. HALTEMAN,



MANUFACTURER OF

Steam Engines

AND

MILL MACHINERY,

AND DEALER IN

Mill Stones, Bolting Cloth, Grain Cleaning Machinery,

MILL FURNISHING GOODS of every description.

1611 and 1613 Jackson St.

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ST. LOUIS.

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ROUTE No. 4.

HANNIBAL AND ST. JOSEPH RAILROAD

ITS CONNECTIONS AND EXTENSION.

This was the first railroad completed in Missouri, and during a number of years a large portion of the travel across the State from East to West was by this route. The Missouri river steamers complained bitterly that the railroad interfered seriously with their profits, but the road took little account of this and pursued the even tenor of its way, heedless of the hard words uttered by the steamboat owners and Captains. A few years extended other lines of railroad across the State and river men finally discovered that it was not worth while to fight the iron horse but allow him to do his portion of the carrying trade.

The following table shows the stations and distances on the main road and its branches and extensions.

STATION AND DISTANCES.

| | | |
|----------|-----------------------|----|
| 15..... | Quincy..... | 0 |
| 13..... | West Quincy..... | 2 |
| 7..... | North River..... | 8 |
| 0..... | Palmyra Junction..... | 15 |
| 206..... | Hannibal..... | 0 |
| 196..... | Barkley..... | 10 |
| 191..... | Palmyra Junction..... | 15 |
| 176..... | Monroe..... | 30 |
| 169..... | Hunnell..... | 37 |
| 164..... | Lakenan..... | 42 |
| 159..... | Shelbina..... | 47 |
| 147..... | Clarence..... | 59 |

| | | |
|----------|-----------------------|-----|
| 142..... | Round Grove..... | 64 |
| 139..... | Carbon..... | 67 |
| 136..... | Macon..... | 70 |
| 131..... | Bevier..... | 75 |
| 127..... | Callao..... | 79 |
| 120..... | New Cambria..... | 86 |
| 112..... | Bucklin..... | 94 |
| 106..... | St. Catherine..... | 100 |
| 102..... | Brookfield..... | 104 |
| 97..... | Laclede..... | 109 |
| 90..... | Meadville..... | 116 |
| 85..... | Wheeling..... | 121 |
| 76..... | Chillicothe..... | 130 |
| 71..... | Utica..... | 135 |
| 66..... | Mooresville..... | 140 |
| 61..... | Breckenridge..... | 145 |
| 50..... | Hamilton..... | 156 |
| 43..... | Kidder..... | 163 |
| 35..... | Cameron..... | 171 |
| 45..... | Turney..... | 181 |
| 39..... | Lathrop..... | 187 |
| 32..... | Holt..... | 194 |
| 25..... | Kearney..... | 201 |
| 20..... | Robertson..... | 206 |
| 15..... | Liberty..... | 211 |
| 7..... | Arnold..... | 219 |
| 1..... | Harlem..... | 225 |
| 0..... | Kansas City..... | 226 |
| 35..... | Cameron Junction..... | 171 |
| 29..... | Osborn..... | 177 |
| 21..... | Stewartsville..... | 185 |
| 12..... | Easton..... | 194 |
| 6..... | Saxton..... | 200 |
| 0..... | St. Joseph..... | 206 |
| | Leavenworth..... | 251 |
| | Council Bluffs..... | 338 |

HANNIBAL,

Built on the west bank of the Mississippi, has a population of about 12,000. It lies on lands that gently slope to the river, with high bluffs to the north and south, leaving an open space a mile wide, as if nature intended the spot for the site of a city. The high lands, with the great river flowing below, furnish splendid places of private residences that overlook a magnificent scenery. Notwithstanding the constant building, every desirable house and store is occupied, and as houses go up rents go up too. We look with suspicion upon a place where the main inducements are low rents. There are several railroad projects that are being vigorously pushed by Hannibal and surrounding counties that must render it a place of importance. One is to fill up the gap between Hannibal and Naples, Illinois, and thus put the city in immediate and straight Eastern railway connections.

Another is to build a road from Hannibal to Moberly, giving another through western connection. The following consolidated report of the statistics of Hannibal will give some idea of the place: There are three hundred and fifty places of business where people manufacture, buy and sell. It has twelve churches and societies, and an excellent school system, inspired by New England ideas of education.

Hannibal is the largest pine lumber market on the Mississippi river—fifty-five million feet from the *plineries* of the North have been

landed here this season, and are now for sale.

The newspapers of Hannibal are the *North Missouri Courier*, daily and weekly, and *West and South*, weekly.

PALMYRA CITY,

Incorporated in 1857, the county seat of Marion, population 3,000, fourteen miles from Quincy and Hannibal. Here is the Junction of the eastern branches of the Hannibal and St. Joseph Railroad—one running to Quincy, the other to Hannibal. It has 120 places of business, including all branches; 30 professional men; 9 churches. It is famous for its educational advantages; 500 scholars attend school here.

The *Spectator*, a weekly paper is published at Palmyra.

MONROE,

From Palmyra to Monroe Station is sixteen miles. The company has no lands on this section of the road. The lands here are more level than farther west. It has good farms and is specially adapted to stock. It is believed that Monroe will grow greatly the present year. It has a population of three hundred.

HUNNEWELL,

Thirty-seven miles west of Quincy—population three hundred. It is a trade center for a good agricultural district. There are fine farms south and southeast of the town. The country around is level and well watered. The railroad company has town lots for sale in Hunnewell, and farming lands near. It has three religious societies, and five lawyers and doctors, and some

twenty-five or thirty business places.

SHELBYNA,

Forty-seven miles from Quincy and Hannibal, is one of the fast growing towns. Population 1,500. It has done much in the way of building, and a number of business houses have been erected the past year. This region is well watered and productive. A good deal of wool is raised. One merchant took in last year, 17,000 pounds of wool. And, in this section, there are flocks of a thousand sheep.

The railroad company has some lands southwest and northwest of Shelbyna, within a few miles, but none in the immediate vicinity.

Between Shelbyna and Clarence the country is gently rolling, and lies between Salt river and Crooked creek; well watered, timbered, and has a rich prairie soil. There are 75 business places, several churches, and 15 professional men.

Hacks connecting with the railroad run to Paris and Shelbyville. Five miles west of Shelbyna is Crooked Creek Station, the appropriate name of a small stream, and the future site of a town. Here John L. Lathrop, Treasurer of the Hannibal & St. Joseph Railroad, has several hundred acres now being put under cultivation; and in process of time he will illustrate the difference between wholesale farming in the West, and the small style of farming in New England.

Here, where a thousand acres of land cost not greatly more than a hundred there, one of moderate means can go into farming on an extensive scale, and have his five or

ten thousand bushels of corn and wheat, with two hundred hogs, and other stock, for market in the fall. The vast increase of power brought on a farm by improved agricultural machinery, is already beginning to tell in the lessening cost and the increased amount of production.

CLARENCE,

Fifty-nine miles west of Quincy and Hannibal, population 400, and has greatly improved the past year in buildings and people. The company has good land here.

CARBON

Is the place where coal mining was first started on the line, but has been abandoned for more extensive operations at Bevier. With plenty of wood and coal for fuel, enough water for steam mills, and cheap and good lands around Carbon, it is an economical and attractive point for manufacturing.

MACON CITY

Has 160 various business places; 80 men represent the learned professions, and business agencies of various kinds. Two Radical papers and one Conservative deal out politics in weekly doses.

Education, public and denominational, is promising great and good results. The Methodists have built a college. It is situated on high rolling lands, prairie and timber, in the midst of the most extensive coal fields in the State. It is at the junction of the Hannibal & St. Joseph Railroad and North Missouri. It was laid out in 1856, but its chief growth has been within the last two years. During the war it was an important military post, and in spite

of the hostilities which raged around it, continued to grow. Its population is about 4,000, and is continually increasing, and the prospect is, that in five years it will reach 10,000. It is 70 miles from Hannibal and Quincy, 168 from St. Louis, 136 from St. Joseph, and 68 from the Iowa line. The North Missouri Railroad is completed to Ottumwa in Iowa where it connects with the railroads of that State.

The abundance of coal and wood in the county, its central position in North Missouri, the railroads built and projected, make it one of the best counties in the State for manufacturing. The soil is adapted to the growth of all the great staples of the West, except hemp. An intelligent and industrious population is coming in which will develop its great agricultural and mineral resources. In this country the Hannibal & St. Joseph Railroad Company have a large amount of excellent lands still unsold, and they are rapidly going into the hands of Eastern settlers.

The *Argus*, *Journal*, and *Times* are weekly papers, are published at Macon.

BEVIER,

Seventy-five miles from Hannibal, is famous for its extensive coal deposits, and their development. Six coal shafts, have been sunk, and all are in active operation. This healthy, rich and productive region, having abundance of wood and coal for cheap fuel, and sufficient water for any number of steam mills, guarantee a dense population and extensive mechanical and manufacturing op-

erations in and around Bevier at no distant day. The great quantity of coal dust which accumulates at the different shafts and is not valuable enough to ship, but affords good fuel to make cheap steam, is an item well worth considering by practical men. This is the location of the famous coal mines of C. O. Godfrey, but now merged into a corporate existence, and largely owned by capitalists in the East. Here are English and Welsh churches, and a population of 700, with the various business that gathers about a mining town.

CALLAO,

Seventy-nine miles from Hannibal; population 500. This section is heavily timbered, and the soil best adapted to tobacco, and a good quantity of fruit is also raised.

NEW CAMBRIA,

Eighty-six miles from Hannibal, is the first Welsh settlement in Missouri; laid out in the summer of 1864. Population about 200. It has a Congregational Church and an excellent schoolhouse, several thriving stores, 2 hotels, a blacksmith and harnessmaker's shop. Bricklayers are wanted. The whole settlement, north and south of the railroad, has a population of about 1500, and is increasing. The old settlers are being bought out by the incoming Welsh. There are 4 places of worship, and its prospects are most cheering.

BUCKLIN,

Ninety-four miles from Hannibal; population 700. It is rapidly improving, and is an attractive point. It has several religious societies,

Masonic Lodge and order of Good Templars.

ST. CATHERINE,

One hundred miles from Hannibal, a small town, with a woolen mill; it has coal. The land about is equally divided in prairie and timber; has a number of good buildings recently erected, and two churches; population 400. From St. Catherine to Bucklin, on the line, there is a good deal of timber.

BROOKFIELD,

In Linn county, is a fine growing town, and the central station of the Hannibal & St. Joseph Railroad; 104 miles from Quincy and Hannibal and 102 from St. Joseph; population two thousand one hundred. Various Masonic and Odd Fellow organizations are established; the railroad machine shops are located here. It has four hotels, five religious organizations. The finest church building here is that of the Congregationalists. There are 70 business places of all descriptions, and extensive blacksmith shops and a flour mill. About 65 buildings were erected last year within the town limits, and about 100 farm houses and buildings have been erected during the same time within a verge of five miles, which indicates the rapid settlement and improvement in this vicinity. The prairie on which it stands is beautiful and rolling, extending north and south 30 miles, but is very narrow and skirted with timber, and on this whole prairie one can hardly be three miles from timber. The soil through the section is rich, producing wheat and all the other staples;

and very superior has been the success of fruit growers. It is well watered and timbered.

LACLEDE,

One hundred and nine miles from Hannibal, population 950. It has two fine churches, Methodist, and Congregational, and about 30 business places. The lands in Laclede slope gently to the south to Locust creek and Grand river 10 miles distant. They are well watered and well divided between prairie and timber.

BOTTSVILLE,

One hundred and eighteen miles from Hannibal, is a small, but growing town, in a beautiful region.

WHEELING,

Recently laid out, lies beautifully on a ridge of prairie, between Medicine and Parson's Creeks. The land slopes gently to the south, and is of first quality. A splendid opening for agriculturalists. A natural wagon road leads from Wheeling to Iowa, without crossing a stream, and is very level. Timber abundant, both east and west of this divide, which is hardly three miles wide at any place.

CHILLICOTHE,

Is one of the most important towns in Missouri, whether we consider the results already accomplished, or the splendid promises of its future. It is the county seat of Livingston county, 130 miles west of Hannibal, and 76 from St. Joseph. Population nearly 5,000. It is the business center of the Grand River Valley.

There are 1,084 children on the school list, and an average attendance of over 800. The school sys-

tem is modeled after the free schools of Akron, Ohio, and is much admired. There are two high schools, one grammar, and five free schools. Also, Wilson's commercial college. There are about 200 business places in the city. The climate is remarkably healthy. People troubled with pulmonary diseases resort here. Labor very much needed. Buildings in great demand—not a vacant house in town. Eight churches are here established. All the different denominations along the line of the Hannibal & St. Joseph, are busy organizing congregations, and building churches. Masonic Lodges, and other philanthropic orders are flourishing. There are three papers and one religious monthly. Altogether this is one of the liveliest places in North Missouri.

The *Christian Pioneer*, *Constitution*, and *Times* three weekly papers are published at Chillicothe.

UTICA,

One hundred and thirty-five miles from Hannibal, population 800. It suffered during the war, but is situated in a splendid agricultural section, and is doing considerable business; has three religious societies, 3 ministers, 3 doctors, and a free school. It has about twenty business places, and the best water power in North Missouri.

DAWN,

Five miles south of Utica, is the second Welsh settlement, having a population of thrifty farmers, say about 500, and is being continually augmented by Welsh immigration

from more Eastern States and from Wales.

OTHER TOWNS OFF THE LINE.

All along the line of the road, within a few miles are scattered various towns and villages, of which we have not space to speak. There are in Daviess county, Alta-Vista, Victoria, and Gallatin, the county seat. There is Kingston, the county seat of Caldwell. In Clinton county there are Haynesville, Barnesville, and Plattsburg. In DeKalb, Maysville; and in Andrew county, Savannah.

MOORESVILLE

Is a small village of one hundred inhabitants, in the centre of "New Kentucky," as it is fitly called for its strong resemblance to the finest pastoral region of Kentucky.

BRECKENRIDGE,

One hundred and forty-six miles from Hannibal, lies high on the south bluff of Grand River, with beautiful lands, sloping to the south to Shoal creek. Finely watered and timbered, and not easily surpassed in advantages, well adapted to all the great variety of products of the West, especially the great staples. This whole line has but recently felt the effect of good farming. A few more first-class Ohio and Eastern farmers will make this region blossom with richness and teem with abundance. Population 600. It is growing rapidly. Two new churches are building.

HAMILTON.

One hundred and fifty-six miles from Hannibal and Quincy; population 800; seventy-five houses built in 1887, and is now improving rap-

idly; about to build two churches; has a flouring mill and agricultural machine factory, also a boot and shoe establishment, three hotels and three lumber yards; will become one of the most stirring places on the line, and is an important stage point for towns lying north and south. Its future prospects are very promising, and its rich soil, superb wells of pure water, large sized town lots from 1 to 3, 5, 10, 15 and 20 acres in area, give their occupants and improvers every facility for elegant yards, choice fruits in apples and peach orchards, vineyards and nurseries, besides ample room for a garden, corn, sweet and Irish potato patches, outbuildings and stock yards for a miniature farm in the midst of the attractive social surroundings of a beautiful village, soon to assume the proportions of a city. It is situated in the center of fine agricultural lands, easily accessible. You can stand at Hamilton and enjoy a splendid view. On the west, Kidder and Cameron loom up in sight; on the north, the forests of the Grand river, and beautiful rolling prairies lie between; on the east, the railroad stretches out in view for ten miles, and Breckenridge in the distance is pictured in bold relief against the eastern sky.

The land to the south lies gently sloping to Kingston, nine miles distant, the county seat of Caldwell, whose Court house and spires relieve the picture, and give us civilization and nature combined.

KIDDER.

One hundred and sixty-three miles from Quincy and Hannibal. The

lands around are prairies, with skirts of timber lying to the north; population 300; founded as a New England village. It has of course a Congregational church, and will have, growing out of a splendid bequest of Nathaniel Thayer and other Boston gentlemen, a first-class institution of learning called Thayer Institute. Generous subscriptions are being added to the Boston donation.

While this academical institution will be under Congregational auspices it will be characterized in its management by broad and liberal views, which will commend it to all christian denominations. Kidder is to be a bright spot in north-western Missouri, for here on beautiful prairie which nature has bountifully blessed, shall the great institutions of religion and of learning stand forth, a blessing to all coming time. A wise man, who has a family of children should prefer to buy his lands within the neighborhood of church and educational advantages, rather than to accept them, if given, with no hope for the decent education of his children, and no promise or provision for the worship of the God of his fathers. The trustees of Thayer Institute are about to commence operations with the college enterprise, and hope to have a building ready for a school by the fall of 1868.

CAMERON,

One hundred and seventy-one miles from Quincy and Hannibal and thirty-five from St. Joseph, is an important railroad center, for here the

Hannibal and St. Joseph Railroad forms its junction with the Kansas City and Cameron division.

The Leavenworth & Des Moines railroad will intersect here, when built. Cameron a short time ago was but a name, a little station on the line. Now it has three churches, three hotels, forty various business places, and a population of 900.

OSBORN,

One hundred and seventy-seven miles from Hannibal and twenty-nine from St. Joseph, is situated on the grand divide between Grand river and the Missouri, on nearly the highest point of land between Hannibal and St. Joseph. It is near the summit of two hundred miles of country lying between the Mississippi and the Missouri rivers. About Osborn lies an hundred thousand acres, stretching out on every side, still open to the settler. The climate is as perfect as can be desired. Of course there are times in the winter when the winds are bleak and cold; but the cool breezes sweep away the fever heats of summer, and the crops on this fertile soil gladden the eyes of their owners. The land lies too high, of course, for streams of any size, but most excellent water is obtained by sinking wells from fifteen to thirty feet deep, and better well water is not found anywhere.

The lands roll gradually, and slope east and west from the summit. Osborn now is but a small village, for its claims have been neglected; but the enterprising settlers now gathering here from "York State" will soon make it the "em-

pire colony" of North Missouri. Osborn is located in both DeKalb and Clinton counties. The New York colony with its hundred new families who have recently settled in this section, have wonderfully changed the face of the country. It is but a short time since there were only five houses in Osborn; now it has grown to be a fine town with every evidence of thrift and enterprise. More than 1,500 new houses have been erected on the line of this road within the last twelve months, including the 400 at Macon City. Osborn, from having been strangely overlooked in past years, promises now to be one of the most vigorous colonies and towns on the road. The New York men who bought here bored in the ground three feet and found the same rich, black loamy soil, and thought it idle to go elsewhere. New York State will fill up this whole region, bringing skill and dairy products, and give us from our own rich prairies butter and cheese equal to the best.

STEWARTSVILLE.

Population 700. 185 miles from Hannibal, and 21 from St. Joseph. It has 20 professional men and agents, one hotel and about 70 various places of business; also Masonic and Odd Fellow's lodges. The lands from Stewartsville to Easton are generally prairie, with skirts of timber on the small creeks, tributary to the Platte river. The latter stream rises in Iowa and flows southwesterly falling in the Missouri river south of Platte City, about 35 miles southeast of St. Joseph. The lands about here are nearly equally

divided between prairie and timber for almost six miles, well watered and soil rich. Thinly settled; grand chance for immigration.

EASTON,

In Buchanan county, is 194 miles from Hannibal, 12 miles from St. Joseph. Population 300. A railroad town, and a trading point for the country, north and south.

It is needless to say that this whole section of the country is hardly surpassed in the United States for fertility of soil and all that constitutes a first-rate agricultural region. There is no railroad land in the immediate vicinity, but six miles from the line both prairie and timber are for sale by the company. From Easton, three miles toward St. Joseph to the Platte river, the railroad runs through prairie and timber.

ST. JOSEPH,

206 miles from Hannibal and Quincy, 474 miles from Chicago, 306 miles from St. Louis, is rapidly increasing in population and business.

Its inhabitants number now 26,000, representing the energy and enterprise of almost every nation. It is planted on the eastern bank of the Missouri, in Buchanan county. It extends far up over the commanding bluffs, which here assume the size of hills. The low bottoms of the Kansas shore, across the river, spread out before you, while the fertile lands in sight on the Missouri side appear to the southeast, clothed in rich vegetation, disclosing the unparalleled wealth of soil. Immediately around

the city the hills are abrupt and bold, and the scenery very fine from the heights. It is the point laid down in Morse's old geography as the Black Snake hills. The country for miles east of St. Joseph is heavy rolling, but very productive for grains and hemp. The forests consists generally of walnut, elm, hackberry, honey locust, and a variety of oaks. Streams and springs are frequent.

The railroad connections of St. Joseph are such that a short time will be sufficient to open up the country in all directions and maintain rapid communication. The Hannibal & St. Joseph railroad connects it with the Mississippi at Hannibal and Quincy. The Missouri Valley connects it with Leavenworth, Weston and Atchison on the south, and with Savannah, the county seat of Andrew county, on the north. The St. Joseph & Council Bluffs railroad is now completed. The St. Joseph and Denver road will soon be open. This road is designed to tap the Union Pacific near Ft. Kearney. The Missouri Valley railroad connects St. Joseph to the Central Branch Union Pacific Railroad at Atchison.

These connections, with the rich surrounding country, secure to St. Joseph a business for the future that must make it the most important city in this upper valley of the Mississippi river. It has not less than a thousand business places and about one hundred and seventy-five professional men and agents. There are between five and six thousand school children, two excellent pub-

lic school buildings, accommodating three hundred each. The Catholics have two private schools, and Patee Female College is a fine institution for the education of young ladies. Two libraries are established here. In the years '66 and '67 2,500 buildings were erected in this city. The Masonic, Odd Fellow's and Good Templar's lodges are flourishing, and three live daily newspapers are well patronized.

The *Gazette*, *Herald* and *Mirror* are all published daily and weekly in this city, and a German paper called the *Volksblatt* is published weekly.

GENERAL DESCRIPTION OF THE COUNTRY FOR FIFTY-TWO MILES FROM CAMERON TO KANSAS CITY.

The Kansas City and Cameron division of the Hannibal & St. Joseph railroad, completed in November, 1867, is fifty-two miles in length. The first twenty miles from Cameron consists of high rolling prairie lands, with Shoal creek running parallel with the road on the east side, affording good timber and plenty of water. Another small stream runs south on the west side of the line. The remainder of the route, thirty-two miles, is for the most part wooded, interspersed with narrow strips of smooth lands, occasionally broken, principally occupied with fine farms and well settled for Missouri. This section of the State has just been opened to the world by the railroad, and offers to immigrant settlers and land buyers a most choice and valuable location. The first twenty miles from

Cameron, lying in Clinton county, is but thinly settled, and large amounts of excellent lands are in the market, at prices ranging from \$5 to \$15 per acre. This region is rapidly settling up. Stations are located, and little towns now starting will become important centers and markets of trade and exchange. There are already several new towns building on this division of the Hannibal & St. Joseph railroad. The principal points are Turney, Lathrop, Holt, Kearney, Liberty, Arnold and Harlem.

LATHROP,

Is a shipping point for Plattsburg, situated six miles west. No town in North Missouri ever started under more favorable auspices. It is situated in a fertile prairie, composed of deep black loam very rich, with no waste acres; finely adapted to stock growing, wheat and hemp. This is a choice location for the cultivation of fruits. (Lathrop is named for the treasurer of the Hannibal & St. Joseph railroad, a gentleman whose long connection with the line, and whose faithfulness to its best interests, permits this brief allusion, and justifies the name of the town.)

TURNERY,

Ten miles from Cameron, is situated much like Lathrop in soil and advantages.

Both Lathrop and Turney are laid out in wide streets, extra sized lots and blocks, which gives the settler ample room for garden, apple and peach orchard, vineyard, out buildings and yards. These with a soil unsurpassed in produc-

tiveness insure, if properly improved, a home seldom equalled in beauty, luxury and practical value and economy, for domestic purposes. Persons looking for a village residence should not neglect the inducements offered in these two new towns.

COUNTIES ON THE LINE OF THE RAILROAD.

It will not be out of place to give a somewhat more extended notice of each county, lying along the line of the Hannibal & St. Joseph railroad, extending across the State from east to west. These counties, taken together, are a fair sample of the soil, climate, products, &c., of all North Missouri. The taxable value of property in different counties for 1870, has just been obtained from the Auditor's office in Jefferson City.

MARION COUNTY

Is situated in the east north-east portion of the State. There are very few, if any, counties in Missouri, possessing a more desirable division of prairie and timber, better soil and building material, or that are better supplied with water. Probably two-thirds of the surface is undulating prairie; the woodland is in thin groves along the margins of the streams, extending here and there out into the prairies, and embraces hickories, oaks, black walnut, sugar tree, ash, sassafras, (some sassafras trees are two feet in diameter, and used for rails), haws, elms, honey. locust, etc. Bituminous coal is abundant, underlying the greater portion of the county.

Excellent building stones, clays, etc., abundant. The prairie soil is generally underlaid by a thick layer of silicious marl, which contains all the elements necessary to render it exceedingly fertile, and adapted to most purposes of farming, either in wet or dry seasons. There is a cave in this county which has been explored a distance of ten miles. Principal towns, Hannibal, Palmyra, Marion City and Philadelphia. Taxable value of property in 1870, \$8,092,406.

SHELBY COUNTY.

Is situated in the east northeast part of the State. The general surface of the county is rolling and undulating, with one-fourth timber land, embracing oak, walnut, hickory and elms. About one-tenth of the county is bottom lands, and probably three-fourths tillable upland. The soil is well adapted to the culture of corn, wheat, rye, oats, barley, sorghum, hemp, tobacco and all kinds of fruit and vegetables. From the abundance of native grape vines, this is evidently well adapted to grape culture. Numerous coal banks along Salt river and Ten Mile creek. This county is unsurpassed for grazing purposes. Good water-power on Salt river. Very little machinery in operation. Good flouring mills are greatly needed. The county has a large school fund, and public schools are generally well sustained. A salubrious climate, with an abundance of excellent land at low prices, fertile soil, and with all facilities for farming, stock raising and fruit growing, are inducements worthy the considera-

tion of those seeking homes in Missouri. Taxable value of property in 1870, \$2,637,231.

MONROE COUNTY.

Is situated about the center of the northeast part of the State. About two-thirds of the county is timber—the prairies small and fertile. The general character of the county is undulating, and the timber consists of oaks, hickories, ash, elm, hackberry, walnut, buckeye, sugar maple, linn and birch. The country is well watered, and numerous springs are found in various parts of the county. The soil is generally fertile and well adapted to all purposes of the farmer or stock grower. The higher rolling lands are well adapted to the growth of fine tobacco, which has been one of the principal staples of the county. This has been a good stock growing region from its settlement. A large portion of the county is underlaid with workable beds of coal, and new banks are opened in a few localities. Building materials of all kinds abundant. Assessed value of property in 1870, \$4,811,889.

MACON COUNTY

Is situated in the northern part of the State, about equidistant from the Mississippi and Missouri rivers, and the Iowa State line, and has an area of 830 square miles. The surface of the county is undulating—in many places what is termed “broken.” There are numerous singular formed knobs, some of which are so regular in contour that they resemble more the work of art than that of nature. The summit of the knobs seem to have

been a common level, in some instances 200 feet above the general surface. This county, or a great portion of it, is underlaid by a stratum of bituminous coal, which is exposed in the banks of eight different streams along the line of the Hannibal & St. Joseph railroad, going west from Bloomington. This bed varies from one to nine feet in thickness, the maximum occurring near Bloomington. Taxable value of property in 1870, \$4,874,469.

LINN COUNTY

This county, west of Macon and most of it north of the railroad, has an area of 650 square miles. The principal portion of the land is rolling prairie, interspersed with woodland. It is watered by upwards of twelve streams, traversing the county from north to south, and emptying into Grand river. The larger streams are Locust creek, West Fork of Locust creek, Elk, Turkey, Yellow, and Little Yellow creeks, some of which afford excellent water power. The soil of the county is generally very fertile—principally prairie, with a good supply of woodland well distributed. All kinds of grain, grasses, and fruit of this latitude succeed well here. Principal towns, Linneus, Laclede, Wyandotte, Brookfield, Franklin, St. Catharine, Thayer, North Salem and Enterprise. Taxable value in 1870 \$3,253,961.

LIVINGSTON COUNTY

Is situated in the northwestern part of the State, and contains an area of 530 square miles. The surface of the county is generally level or slightly-rolling, and the soil admir-

ably adapted to the production of all kinds of grain, grasses, fruit and vegetables that flourish in this latitude. Stock-growers will find here an excellent location for the profitable prosecution of that enterprise. Lead has been found in several localities, and banks of coal are already opened near Utica, and at other points in the county, which will in some measure compensate for the scarcity of timber. Principal towns, Chillicothe, Utica, Bedford and Dawn. Taxable value of property in 1870, \$4,534,283.

CALDWELL COUNTY

Is situated in the northwest quarter of the State, and was first settled by the Mormons in 1835. The surface of the county is principally undulating prairie, with an abundance of timber in groves along the water courses. The soil is very fertile and well adapted to farming and grazing; embracing extensive natural meadows, an abundance of good stock, water, a deep and lasting soil that produces all kinds of grain and fruit that grow in this climate, with but little waste land in the county. For manufacturing purposes there is good water power on the Shoal, Log and Brush creeks, and Crooked Run—unimproved, excepting on Shoal creek. Capitalists, manufacturers, mechanics, farmers and laborers of all classes will find good inducements for investment and choice localities for business. Taxable value of property in 1870, \$3,225,665.

CLINTON COUNTY

Is situated in the north-western part of the State, bounded on the west

and south by Buchanan, Platte and Clay, which separate this county from the Missouri river. About two-thirds of the area of this county is undulating prairie land, fertile and easily tilled; the remaining one-third is timber land, confined principally to the water courses and valleys. Blue and gray limestone and sandstone are abundant in some portions of the county, and there are indications of coal in several localities, though no thorough investigations have been made, as fuel is plenty. Several of the streams are rapid and have unimproved mill seats upon them. Except in large prairies, springs are quite numerous. The soil is fertile and will produce good crops of all kinds of grass, grain, fruit and vegetables grow in this latitude. Taxable value of property in 1870, \$4,260,449.

DEKALB COUNTY

Is in the north-western part of the State. The soils of the county are fertile and well adapted to the culture of hemp, corn, wheat, oats, tobacco, etc. Hemp has been regarded as the most profitable crop. Small grains yield abundantly. Horses, mules, cattle and sheep, do well and stock raising is profitable. Building stone, clay for bricks, and hard-wood timber, abundant. The general surface is undulating, and diversified by prairies and woodlands. Assessed value of property in 1870, \$2,204,383.

BUCHANAN COUNTY

Is situated in the west north-west part of the State, bounded on the west by the Missouri river which separates it from Kansas. This

county is principally made up of undulating—commonly called “rolling prairie” land. There is a good growth of timber along the margins of the streams, and here and there fine groves upon the prairies. The soil is deep and very fertile, producing all kinds of grain,

grasses, fruit, and vegetables found in this latitude. The “Platte Country,” of which this is a portion, has a world-wide fame for its fertility and deep soil. The climate is healthy, and free from miasmatic influences. Taxable value of property in 1870, \$12,056,308.

OTHER RAILROADS OF MISSOURI.

Before passing into other States, to give some account of their railroad systems, it is proper to mention some other roads in Missouri. Some of these are already completed, and in successful operation. Most of them, however, are projected roads, partially built, but giving promise of early completion.

Our ideas upon the subject of railroads have been wonderfully changed in the last twenty years. At that time many people thought it would be a great waste of capital to build two roads across Missouri from east to west, with the “Big Muddy” flowing directly between them. At this time the poorest county considers itself badly slighted if left without direct railroad facilities. From present appearances railroads will ultimately take the place of the old Macadam roads, and be built whenever there is trade and travel enough to pay for the running. Counties have *come to take more liberal views of*

the matter, and almost unanimously vote one to two and three hundred thousand dollars for preparing a road bed through their boundaries. The grading and bridging once done, a first mortgage upon the road procures the means for its equipment, and if the railroad thus built, should never pay back a cent to the county the people will find it a capital investment because the appreciation of their property by the time the county bonds fall due, will pay them off four or five times. This is the correct reasoning, but must not be carried too far.

MISSOURI VALLEY RAILROAD.

This railroad extends from Kansas City to St. Joseph, on the east side of the Missouri river, passing through Clay, Platte and Buchanan counties, the garden spot of Missouri, if not of the whole West. It joins an important link in the railroad connections of Missouri, Kansas and Iowa, and will be more par-

ticularly described in the next edition of the guide.

THE TEBO & NEOSHO RAILROAD

Extends from Boonville on the Missouri river, to Ft. Scott via Sedalia, and it is contemplated to bridge the Missouri at Boonville, and push the same road diagonally across North Missouri to Hannibal, or some point on the Mississippi. The whole route of this road is through a fine country and there is little doubt that the whole line will soon be built. A large portion of the road west of Sedalia is already contracted for and in running order.

OSAGE VALLEY & SOUTHERN KANSAS RAILROAD.

This railroad extends from Boonville to Tipton on the Missouri Pacific, thence in a southwesterly direction towards Ft. Scott. It is expected that this road will unite with the Tebo & Neosho railroad somewhere in Henry county. That portion of the road between Boonville and Tipton has been in operation for some time, and a considerable force are now engaged in grading southwest of the latter place.

LACLEDE & FORT SCOTT RAILROAD.

This is a new, but favorite project. The railroad is to extend from Lebanon, Laclede county, by Buffalo, Dallas county, Bolivar, Polk county, and thence through Cedar and Vernon counties to Ft. Scott. It is also contemplated to extend this road east to St. Genevieve on the Mississippi river

ST. LOUIS & KEOKUK RAILROAD.

This is another important road, radiating directly from St. Louis, and extending through the rich counties of northeastern Missouri. Iasiah Fogg, Esq., is president of the company, a man who is not accustomed to look back or say "fall" when he has once taken hold of an enterprise. We learn that this road will be built, and that a considerable portion of it is already graded.

THE MISSISSIPPI & MISSOURI RIVER RAILROAD.

This road is projected from Keokuk through Clark, Knox, Macon, Randolph, Chariton and Howard counties to Glasgow. We hope in our next edition to give some account of its promise of early completion.

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It will give a More Uniform and Pleasant Heat:
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EXCELSIOR MANUFACTURING COMPANY,

612 and 614 North Main Street, St. Louis, Mo.

ROUTE No. 3.

MISSOURI RIVER, FORT SCOTT AND GULF RAILROAD.

COMPLETED FROM KANSAS CITY TO BAXTER SPRINGS.

The road was organized in March, 1865, under the name of the Kansas & Neosho Valley, the southern boundary of the State being its proposed terminus. By Act of Congress, approved July 25, 1866, the company was authorized to extend its line through the Indian Territory to the Red River—to connect with the Texas Central, then and now, building northward; with a grant of land of 10 sections per mile through Kansas, and also through the Indian country, so soon as the Indian titles shall be extinguished, and the lands become public lands of the United States. But few lands were acquired under this grant for the reason that nearly all were entered or pre-empted. In 1865-6, the State transferred to this company the proportion (125,000 acres) of the lands of the 500,000 acres granted for railways; none of these, however, lay along the line of the road. In 1868, the Cherokee Neutral Lands were purchased at \$1 per acre, in the name of Mr. Joy, for the benefit of this company.

The road was opened to Olathe in Oct., 1868; to Paola in Feb., 1869, to

Fort Scott in Nov., 1869; and to Baxter Springs May 5, 1870, the track having reached the State Line April 30, 1870.

OFFICERS.

| | |
|------------------------|------------------------|
| PRESIDENT—K. Costes. | CHIEF ENG.—O. Chanute. |
| TREAS.—R. S. Watson. | SUPT.—B. L. Henning. |
| LAND COM. GEN. Clarke. | |

Contrary to what is most frequently the case, on a road, marked by considerable variations in altitude, and divergences from a direct line, the

ENGINEERING FEATURES

are more impressive to the student of the "profiles" in the office, than to the eye of the traveler. You are constantly interested and charmed at the kaleidoscopic transformations which every mile of progress works in the picturesque hills of the northern counties; or the long sweeping undulations of the southern portions impress you even more powerfully; but you cannot realize the alterations (occurring several times on the Border Tier Road) of from 100 to 300 feet on the level of the track. The professional reader will, we are sure, feel greatly indebted to Mr. Chanute, the Chief Engineer of these roads, for the very full, and very in-

teresting and valuable details upon those points which he has enabled us to present.

The first notable feature is the very high elevation crossed between the drainage of the Missouri and Arkansas—known as the Sante Fe Ridge. The edge of this plateau runs through Johnson, Douglas, Sherman, Wabaunsee, Davis and Dickinson counties, in a general westerly direction. The

MISSOURI RIVER, FORT SCOTT & GULF ROAD

Crosses it at an elevation of 300 feet above the Missouri—the maximum grade, however, being but 40 feet. The descent on the south side is by a series of valleys by the drainage of the Osage, which flows into the Missouri. The tributaries of the Osage are sunk from 150 to 200 feet below the prairie level, with valleys from a half mile to a mile in width. The Galveston Road, unlike the Border Tier, crosses these valleys nearly at the upper edge of the plateau, and does not, therefore, find them sunk so deep—so that no grade of more than 40 feet is required on either line. The Border Tier road on the other hand, being well towards the lower end of the ridge, is compelled, in order to avoid expensive work and heavy grades, to follow the valley of the Osage and some of its tributaries for about 30 miles. An "air-line" would have passed through Mound City. Effort was made to locate by this route but high ridges and deep canyons compelled a detour by the valley of *Bull Creek* and then of the Osage to *a point opposite* Mound City where

the road leaves the valley. Thence, crossing the Little Osage and then the Marmiton at Ft. Scott, it ascends by a maximum grade of 45 feet the dividing ridge between the drainage of the Missouri River and the Arkansas. Thence, having gained the ridge near Girard, it follows down on the crest and nearly the middle of the divide between the tributaries of the Neosho and of Spring River to the State Line two miles below Baxter Springs.

STATIONS AND DISTANCES.

| | | |
|----------|---------------------|-----|
| 162..... | Kansas City..... | 0 |
| 153..... | Shawnee..... | 9 |
| 148..... | Lenexa..... | 14 |
| 141..... | Olathe..... | 21 |
| 133..... | Ocheltree..... | 29 |
| 131..... | Spring Hill..... | 31 |
| 125..... | Hillsdale..... | 37 |
| 118..... | Paola..... | 44 |
| 107..... | Fontana..... | 55 |
| 99..... | Les Cygnes..... | 63 |
| 93..... | Barnard..... | 69 |
| 87..... | Pleasanton..... | 75 |
| 74..... | Osaga..... | 88 |
| 62..... | Fort Scott..... | 100 |
| 51..... | Pawnee..... | 111 |
| 45..... | Water Tank..... | 117 |
| 36..... | Girard..... | 126 |
| 24..... | Cherokee..... | 138 |
| 12..... | Columbus..... | 150 |
| 0..... | Baxter Springs..... | 162 |

Leaving Kansas City with its cubic town lots and its busy go ahead citizens behind us, the route of the Mo. R., Ft. Scott & Gulf R. R. follows up the valley of a small but heavily timbered stream called Turkey Creek, and in its meanderings crosses the creek probably a dozen or more times, until we reach Shawnee, nine miles distant. The town, containing about three hundred inhabitants, lies off to the right quite

a mile from the road. The remnant of the Shawnee tribe of Indians making this vicinity their home, possess finely improved farms, and have become so highly civilized and enlightened that it is considered a questionable compliment to classify them with Lo family. Continuing through the fine forests of hickory, walnut, oak, &c., for three miles we emerge upon a beautiful rolling prairie in the midst of an old settled country.

Lenexa, five miles beyond, is a small station with probably a hundred inhabitants, located for the convenience of the surrounding rich farming country.

Seven miles through a fertile prairie, with well improved farms adjoining each other on both sides of our road, we reach

OLATHE,

A place of considerable prominence containing 2,200 inhabitants. This is the point of divergence of the Kansas City & Santa Fe R. R., just completed to Ottawa, a distance of thirty miles, and is also on the line of the proposed Lawrence road connecting with the Missouri Pacific. The State Institution for deaf and dumb is located here. Besides possessing three churches there are several good schools in the town. The *Mirror* and the *News Letter* are published weekly.

From the large number of orchards, many of them containing a thousand trees, this promises to be a fine fruit region in the course of a few years. To Ocheltree, a small station with near two hundred population, eight miles from

Olathe, our route continues through high prairie lands. The timber in the immediate vicinity is quite scarce, there not being a sufficiency for farming purposes.

Spring Hill, two miles distant, has about three hundred inhabitants, and one of the most complete steam flouring mills in this section. The country surrounding the two last named stations certainly represents the garden of Kansas. In addition to the fact that the soil is more productive than elsewhere in the State, the undulating prairies, interspersed with narrow belts of timber, marking the course of streams, form a picture alike pleasant to the naturalist and farmer.

Our route to Hillsdale, formerly called Columbia, is along the banks of Ten Mile Creek, six miles through a good farming country with some timber.

Following down the valley of Bull Creek seven miles,

PAOLA,

A place of 3,000 inhabitants, is reached. The town commands a magnificent view in every direction,—especially southward (along the line of the proposed Paola and Fall River R. to Garnett), to historic Os-sawatomie. The country here, as along the line just passed, abounds in wooded areas, in springs, in building stone, orchards, hedges, fields of all the grains, and flocks and herds. From Paola west, a road is also projected through Ottawa. It contains four churches and good schools. The *Miama County Advertiser* and the *Republican* are published weekly.

Fontana, eleven miles from Paola, and three miles from the crossing of the Marias des Cynges, is an unimportant town of near two hundred and fifty inhabitants, which has grown up within the past year.

Continuing along the valley of the Marias des Cynges about four miles we cross Goose Lake on a trestle work quite half a mile in length. In the spring this sheet of water is covered with flocks of geese, ducks and other water fowl, and during the summer months its whole surface is hidden by a dense growth of water lillies.

Arriving at

LES CYNGES,

Eight miles beyond, we again cross the river on a fine truss bridge. The town is prettily located on the left bank of the stream and although not quite out of its swaddling clothes—being hardly a year old—claims a population of thirteen hundred souls. This is a regular eating station and where one can rely upon getting the full value of his money in well prepared nice food.

Six miles further south and we arrive at Barnard, a small station with possibly a hundred citizens. We here cross the Marias des Cynges the third and last time and continue our journey through the rich heavily timbered bottom, cross Sugar Creek, and a run of six miles more brings us to

PLEASANTON.

A beautifully situated town of twelve hundred inhabitants. There are two churches in this place, and the *Lynn County Press* is published weekly. Near by, on the Big Sugar

is a fine belt of timber, seven miles wide at the junction of this stream with the des Cynges. It is here that, bearing east from Paola, the road deviates from the direct line to avoid an impracticable route—leaving Mound City, in the midst of a thickly settled country of surpassing loveliness and fertility, seven miles to the west. The entire country is a net-work of wooded streams, with alternating prairie stretches; springs of living water abounding everywhere. The “mounds” are an agricultural feature as well as a peculiarity of the landscape. Of limestone formations they have gradually yielded to the elements; their rich soil as it forms being carried down around the base, now of incomparable fertility. It was from one of these natural fortifications that Gen. Pleasanton (near the town of that name) shelled Price, and brought that General’s threatening Kansas campaign to a close. Here we come to the border of the coal district—the surface being covered with a 22-inch vein, exposed by “stripping” 3 or 4 feet. We now return to the open country, the land all taken, abounding in farms.

Crossing the Osage River on a substantial Howe bridge, we reach Osaga, a small place of about two hundred population, located on the south side of the river.

Descending into the valley of the Marmaton, we cross that stream and continue for a distance of twelve miles through a stretch of beautiful country of marvelous fertility and arrive at

FORT SCOTT,

Located on the East side of the Marmaton. This town, 15 years old, was previous to and during the war, an important military and trading post, and its importance has vastly increased since the opening of the road. Containing 6,000 inhabitants, it is rapidly pushing out upon the encompassing hills. It is not only a distributing mart, but as a manufacturing centre, that Ft. Scott seeks to be distinguished—inspired by supposed inexhaustible deposits of coal, lime, cement, mineral paint, and situated in the middle of the acknowledged stock region of the State; equally productive too of the grains and fruits. Here, already, are flouring mills, and a large woolen mill and iron foundry. The place has the genuine city physiognomy and action. The public buildings are fine and substantial, and to churches, etc., of which no town need be ashamed, the citizens are now adding a \$50,000 school building. The *Monitor* and the *Telegram* are published daily and weekly. The former is the most complete newspaper establishment in the State. Besides all the modern improvements in the way of machinery, etc., a free Reading Room is attached to the building and is supplied with all the papers and current literature of the day. The religious element is represented by the following denominations, who have regular services in the town: the Presbyterians, Methodists, Baptists, Unitarians, Universalists, Congregationalists, Episcopalians, Catholics and Christians.

No where else in the United States are found such extensive deposits of mineral paints of different kinds as lie just below the surface of the earth in and around Ft. Scott.

With all the railroads built, building and prospected, connecting this point with the cities north, south, east and west, and in view of the fact that coal shafts are being sunk all around the city, and that their completion will make Ft. Scott the great coal depot of the West, notwithstanding all these things, we are still of the opinion that the paint company has "opened up" a business which is destined, at no distant day, to add a greater material wealth to this city than any other source of revenue in the country.

Railroads are being built all over the land; coal, although the supply may be greater here than elsewhere, is extensively distributed through the country, but this vast deposit of rich paints, including the finest yellow ochre, sienna, umber, &c., is shared in by no other locality. A few years hence Ft. Scott paints will be sought for and sold all over the United States, of better quality than the imported paints, and will be in the market at much lower prices.

What is wanted now is time and money to develop this great future branch of industry, and that this will be done, we have every assurance.

At the company's land office at Ft. Scott, in charge of Gen. J. A. Clark, formerly Surveyor General of Utah and New Mexico, sales are making of from 10,000 to 15,000 acres per day, mostly to settlers, or those proposing to settle. The prices range

from \$5 to \$11 per acre, on terms most favorable to those who intend to identify themselves with the country.

The lands still owned by the company are mainly prairie; the timber land has been sold, or was reserved to settlers under the Treaty with the Cherokees.

Coal of excellent quality—easy of access, and in inexhaustible beds—is found almost everywhere on those lands, furnishing cheap fuel, and compensating in a large measure for the absence of timber. This latter is farther compensated for by the rapid and luxuriant growth of the Osage Orange for hedges; and by an abundance of limestone for fences, sheds, etc., as well as for building purposes. There is also an abundance of sandstone of excellent quality easily quarried and broken,

These lands are well adapted to the growth of all the cereals—and especially for the cultivation of all the fruits and vegetables grown in this latitude.

The terms of payment are very easy. The buyer, without condition acquiring residence and improvements, pay one-tenth of the purchase money in cash, the balance in six equal annual installments, with interest payable annually at seven per cent.

Our route from Ft. Scott is through the neutral lands and a run of eleven miles brings us to Pawnee, a small side track for the convenience of passing trains.

Having climbed out of the *Marmaton Valley* our course continues *through a fine prairie country* fif-

teen miles, until we reach

GIRARD,

The county seat of Crawford, and claiming a population of one thousand. The town is prettily situated and in time promises to realize the expectation of the most sanguine. The *Girard Weekly Press*, a live sheet makes weekly calls upon the citizens and the surrounding country.

Twelve miles further bring us to Cherokee, with a hundred souls all told, who dream day and night of the proposed road from Cherokee to Parker, about thirty miles west of Chetopa. We only hope their dream may be realized, for the country and energy is there to make a town.

COLUMBUS,

Twelve miles beyond the last station, contains near six hundred inhabitants and promises to make its mark as a place of prominence.

The *Workingman's Journal* is published weekly.

At this point stages connect with Carthage and Southwest Missouri, and with Osage Mission, Erie, Oswego, Chetopa, Montana, Labette City, Montgomery City and Southern Kansas.

Twelve miles beyond brings us to

BAXTER SPRINGS,

Located on what is called the Government Strip. The place is the present terminus of the road and contains two thousand inhabitants; it is situated on Spring River in a heavily timbered region of fine farming country. The stockyard two miles below the town has a capacity of loading 10,000 head of

cattle per month, and it is confidently expected that the number will be doubled before the close of the year. Like all similar places this is a live town and an immense amount of business is transacted daily. The El Paso stage company run a line of coaches from this point to Ft. Gibson, Perryville, Boggy's Depot, Ft. Sill, Ft. Arbuckle, Sherman and the South.

Awaiting the final decision of the Supreme Court of the United States upon the right to build a road

through the Indian Territory, this road four weeks since sent a corps of surveyors along the line of the border counties of Missouri and Arkansas to Ft. Smith, to report upon the practicability of building a road to Texas through that country. The route has been surveyed and approved and if the decision should be adverse to proceeding through the Indian Territory, there will be no delay in prosecuting the work by this new route.

MEMORANDA.

MEMORANDA.

SOUTHERN HOTEL,

ST. LOUIS, MISSOURI.



The Only First-Class Hotel in the City.

ITS Tables are at all times supplied in great abundance with the best the markets afford. Its Large and Elegantly Furnished Parlors, Long and Wide Corridors, and Comfortably Outfitted Chambers and Rooms en-suite, make it the Most Desirable House in the city for Strangers and Families.

N. B.—This Hotel does not employ Runners, and travelers are warned against the representations of those sent out by other Hotels.

Western Union Telegraph and General Railroad and Steamboat Office in the Hotel.

LAVEILLE, WARNER & CO., Propr's.

CENTRAL BRANCH OF THE UNION PACIFIC.

The first work was done on this road in 1864; the first twenty mile section was completed in 1867; and the entire line was opened Jan. 1, 1868. The main line is 100 miles in length; and there are five miles of sidings. Under the Federal Act, the company was authorized to adopt the Baltimore & Ohio R. R. grade (maximum 72 feet), The maximum grade (in but one place) is, however, reduced to 68 feet; and there is but one curve of three degrees. Along the Black Vermillion, the road runs for thirty miles without perceptible grade. There are six large bridges (Howe truss), from 90 to 500 feet (over Big Blue) in length. The ties are white oak, 2,500 to the mile. The company have no reason to complain of the results of the provision of the Act, requiring that the road be laid with American iron. The iron (largely "Cambria") shows good wearing qualities; and the track is kept in good condition. The equipment—6 Roger locomotives, and 160 cars—is good. Taken along with excellence in these respects, the operating system is so good and so thoroughly maintained that during the four years since trains began running, there has never been a train in the ditch, nor even a car clear of

the rails; no train has ever been detained, except by snow, two hours; no passenger has ever been injured on the trains; and no accident, due to the neglect or carelessness of employes of the company, has ever occurred involving a loss of \$100 to the road. Atchison to

FARMINGTON,

Twelve and one-half miles—the road rises from the level of the Missouri to the uplands, with the usual heavy cuts and embankments. The wooded heights back from the river are well cultivated. The high lands reached, the view expands to from 3 to 7 miles on either hand, and embraces an uninterrupted succession of thriving farms. The dark, rich prairie soil (which prevails along the whole line), is like that of the best Illinois lands, and of the small prairies in northern Indiana and southern Michigan. The various products of the farm are evenly distributed. Timber abounds. From Monrovia (15 miles from Atchison) to

EFFINGHAM,

Twelve and one-half miles, the same general characteristics prevail. The prospect is an enchanting one—the light green of the oats, the dark green of the corn, the rich yellow of the wheat, the white farm-houses nestling on the airy slopes, and flocks

and herds reposing in the open pastures. Approaching

MASCOUTAH,

We pass into the rich Kickapoo Reserve, in which the company purchased 152,417 acres, all but 10,000 acres of which have been sold, almost wholly to actual settlers. The country presents, as far as the eye can reach, splendid wealth of grain, fruit and herds. Here, near the village, are two farms—that of Maj. Downs, of 1,220 acres, 300 under cultivation; and that of Senator Pomeroy, 1,500 acres, 500 under cultivation—both well stocked with the choicest breeds. From Mascoutah to

WHITING,

And Netawaka (thirty-six and one-half miles from Atchison), near the western border of the Reserve, the view, after passing the Grasshopper river, expands to 8 or 10 miles on either hand. The undulations are gentle, with slopes of incomparable beauty, and not a foot of waste land. Patches of timber abound. The fields so far as cultivated, are very fine, and the settlement is rapidly increasing. Passing on to

WETMER,

Sherman (50th mile post), and Corning (7 miles further)—we ascend the "divide" between the Grasshopper and Vermillion rivers. The highest point, 700 feet above the Missouri, is reached 59 miles west of Atchison; and we follow the water-shed a few miles, before descending into the beautiful valley of the Vermillion. Here, if anywhere on the line, in this elevated, rolling country, we might expect

to meet less encouragement to the general farmer; but we find the soil maintaining the same dark and rich look and quality; the few farms that are in sight exhibit the usual variety of crops; and we are assured by residents of Seneca (a town 15 years old) and vicinity, 12 miles north, that this region is unexcelled in the State for wheat, fruit and stock. The beauty of the prospect here assumes proportions of magnificence—being unobstructed "as far as the eye can reach." Sixty-two miles west of Atchison is

CENTRALIA,

At the head of the Vermillion Valley. The farms thicken, and the crops are of all varieties. Passing

VERMILLION.

station, in the midst of a fine country, Frankfort is reached 87½ miles from Atchison. The Vermillion is crossed near this place five times. The glimpses we get through the timber, skirting the stream, are of a charming, thickly settled country. Near Frankfort, is the large "Stebbins Farm," on which all the crops are seen thriving along by the road, and the cultivation of grapes and berries has begun on a large scale. Nearly all points along the river afford adequate water power.

THE RIVER REGION.

Passing Barrett's and Elizabeth (where are quarries of the magnesian limestone),

Irving—90 miles from Atchinson, is reached, on the west bank of the Big Blue. There is seen, at all these points, and at Blue Rapids and

vicinity of Blue Rapids a colony from Genesee Co., New York, have secured 10,000 acres. At the town site, the river affords power practically unlimited. Under the auspices of the "Water Power Co." organized here, a competent engineer has made a survey of the stream. He estimates the average force of the stream, through the year, at 2,000 horse-power; and the cost of first-class "improvements" (dam 210 feet between stone abutments) at \$12,000. From all principal points along the line, stages run to thriving villages in the country adjacent—from Waterville—to Washington on the Little Blue, the county seat of Washington Co.

BEYOND THE BLUE.

The present Western terminus of the road penetrates what Mr. Reynolds designates as, *par excellence*, the "Homestead Area" of Kansas. It embraces, beyond the valley of the Blue, those of the Republican and Solomon. Besides the free treasure of their exhaustless soil, these streams, with their tributaries, abound in timber; in building stone in great variety; in coal and salt; in gypsum; and, doubtless, in other minerals of great commercial value. Among the counties which they traverse are the choice ones of Washington, Clay, Republic, Cloud, Jewell, Mitchell, Smith, Osborn, Phillips and Brooks; and of these, Republic, Cloud, Jewell and Mitchell are stocked with choice timber. Should the road form a junction with the Union Pacific in the direction of Fort Kearney, it

would run between the valleys of the Blue and Republican nearly its entire length. To sum up the attractions of Northern Kansas; it is among the very best watered portions of the State; large areas abound in timber, and building stone is nowhere wanting; in general, the uplands are of superior quality of soil; the valleys, which have their own peculiar agricultural excellencies, are not so wide and well defined as those of Southern Kansas; the soil is very deep, and rests on a subsoil of clay; the staples, very nearly in the order of their adaptability to soil and climate, are wheat, grass and fruit—corn, oats and potatoes; the air, free from the miasma of deep valleys and low marshes, is exceedingly healthful and inspiring; and, finally, drawn hither by these attractions, an excellent class of settlers have come in,—not too rapidly, as yet, to be subjected to the inconveniences and suffering which have been the fruit of the excited rush to some other portions of the West.

ATCHISON,

The terminus of the Missouri Pacific, is located at the extreme point of the "Great Western Bend," of the Missouri river, and is therefore the most interior city in Kansas on the river. We estimate the present population at from 9,000 to 10,000, the city having over 1,600 voters. Its growth has been steady, healthful, and unlike most western towns, never in advance of the country surrounding and tributary to it.

Already Atchison is the greatest

railroad center in the State, and other roads, now building, will place her position in this respect beyond fear of rivalry.

Nine passenger trains leave and arrive at Atchison daily by four different railroads.

Two passenger trains arrive and depart daily via the Central Branch.

Three passenger trains arrive and depart daily via the Missouri Pacific.

Two passenger trains arrive and depart daily via the Hannibal & St. Joseph and Missouri Valley roads.

Two passenger trains arrive and depart daily via the Missouri Valley and North Missouri roads.

Atchison is now the terminus of the Central Branch, the Missouri Pacific, the Hannibal & St. Joseph and the North Missouri railroads.

The Atchison & Nebraska railroad is graded to White Cloud, at the State line.

The Atchison, Topeka and Santa Fe railroad has been completed to Emporia.

A contract has been let for building the Atchison, Oskaloose & Lawrence road, connecting at Lawrence with the Galveston road. There is good reason to expect an early completion of this important connection during the year.

Atchison contains eleven churches and fourteen organized church societies. The societies not having church buildings assemble in public halls. There are four select schools in the city, and the new Central school building, now nearly completed, will be the largest and finest in the State. There are

two large flouring mills, one planing mill, one large furniture manufactory, three banks, and eight good hotels in the city.

The Champion and Press, and the Patriot are published daily and weekly.

The Masonic, Odd Fellow's and Good Templars orders are all represented by the Commanderies and Lodges; besides which there are the Turnverein, Lyceum, Liederkranz and Library associations all in a flourishing condition.

Atchison has many advantages, naturally and locally, for a great manufacturing center. It is the most interior city in the State on the Missouri river. It has tributary to it a wide domain of the richest country on the continent, and it is central and easily accessible from every point of the compass.

LEAVENWORTH,

Is situated on the Missouri river, three hundred and eight miles from St. Louis, via the Missouri Pacific railroad. It has a population of 30,000 inhabitants, contains twenty-one churches of the various denominations, eight Masonic, five Odd Fellows' and four Good Templar's Lodges.

Leavenworth is one of the first cities in the West, and its growth is almost without parallel in this country, she having grown from three hundred inhabitants in 1857, to the present size in thirteen years, showing an increase of twenty-five hundred per annum. The mercantile blocks are all of the most durable architecture, and no city of its size

in the Union can boast of as many fine residences.

Manufactures of various kinds add much to the permanency and prosperity of the city.

Too much cannot be said in favor of the climate and soil of the surrounding country.

The railroads centering at this point have in a great measure improved and increased the importance of the place, the city now having direct railroad connections with all parts of the country, and extensive preparations are being made for the immediate construction of other roads,

The city will soon be connected with the opposite shore of the Missouri river by a magnificent iron bridge, the contract for which has been let, and the construction of the piers almost completed,

The educational interests of this city have not been overlooked in the rapid strides to commercial and manufacturing importance, but ample provision has been made for the education of youth, and the school buildings are among the best in the West. The new schoolhouse completed in 1869 cost \$50,000, and the Board of Education have purchased lots upon which they pro-

pose to build as necessity requires, thus making provision for the future and showing faith in the future of Leavenworth. There are also private schools, academies, seminaries and commercial colleges.

The Mercantile Library Association rooms have twenty-five hundred volumes on their shelves and boast of a membership of four hundred.

Leavenworth has a power in her press, it being composed of gentlemen well calculated to lead and instruct her people, and as the many journals are well supported by her merchants, we judge the people appreciate the ability and enterprise of the editors. The *Commercial*, (*Democrat*) and the *Times*, *Conservative*, and *Bulletin* (*Republican*) are published daily, and the *Kansas Farmer* (agricultural) weekly. There is also a medical journal published here quarterly.

A city presenting such evidences of prosperity and social harmony, providing so munificently for the education of its youth, that shows its faith in the Supreme being by its many churches, and its well regulated municipal arrangements is the proudest monument to industry and intelligence.

MEMORANDA.

MEMORANDA

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Portable Flour and Corn Mills.

Leffel and other Turbine Water Wheels.

EVERY DESCRIPTION OF MILL FURNISHINGS.

Estimates, Plans, Catalogues and Price-Lists
furnished on application.

ROUTE No. 6.

BURLINGTON AND MISSOURI RIVER RAILROAD.

This is a very important railroad, extending from east to west across the southern part of Iowa, having its eastern connection direct with Chicago, its southern, by the North Missouri railroad, directly with St. Louis while to the West, it stretches into Nebraska, pushing its way rapidly towards Ft. Kearney, and at the same time making close connection with the Union Pacific, by the railroad from St. Joseph to Council Bluffs. This road received a subsidy of about three hundred thousand acres of land, lying along on each side of its line, and the building of the railroad has vastly stimulated settlement and farming enterprise throughout the southern counties of Iowa.

STATIONS AND DISTANCES.

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BURLINGTON

Two hundred and seven miles southwest of Chicago, was the seat of the earliest permanent white settlement in Iowa. Its pioneers landed there in the spring of 1833. It was one of the most convenient points for landing from the Mississippi. It is the county seat of Des Moines county. Its population is 14,201; that of the county 25,985. The property in this county is assessed as greater in amount than that in any others, except four. The township of Burlington contains a larger population than any other in the State except Davenport and Dubuque.

The business portion of the city is crowded into a valley or pocket, between two bluffs. The best residences are perched on the heights—bluffs of one hundred and sixty feet—and overlook extensive manufacturing establishments begrimed with coal smoke, and numerous lumber yards, which dispatch building and fencing material through the whole breadth of the State,

It is also the initial point of the Burlington and Missouri River railroad, which was commenced in March, 1854, and completed to Council Bluffs, 291 miles, and to Plattsmouth, in Nebraska, 279 miles, last November. This road, entering Nebraska at Plattsmouth, 279 miles west of Burlington, is pushing on towards Ft. Kearney, about 200 miles further. The Burlington & Missouri River railroad has direct connections south via St. Joseph and Kansas City, thence to Ft. Scott, south of which it is al-

ready pushing on through the Indian Territory, and will soon meet the road which has now advanced towards it about 260 miles northward from Galveston, on the Gulf of Mexico.

This city received from the Burlington & Missouri River road, and forwarded, 91 horses, 30,836 cattle, 162,077 hogs, 25,043 sheep, lard and pork over 2,500,000 pounds, 1,209,601 pounds of wool, 338,318 bushels of wheat, 49,349 barrels of flour, 162,011 bushels of corn, and 623,383 bushels of other grain.

Though at the time those freights were transported, the B. & M. R. road lacked near one hundred miles of completion, it carried off more hogs, more cattle, more sheep and more wool than any of the seven roads which take products out of the State—a good proof that those who propose to raise any of these staples will do well to settle along its line.

The vineyards on the bluffs about Burlington, planted by vine-dressers from the Rhine, yield grapes and wine too, which would be creditable to their German Fatherland. In 1868 the grape crop of the county amounted to three hundred tons. Fruit grows so well in Burlington, that its earliest sobriquet was Orchard City. The silver medal for the best pears and apples was awarded to Burlington in 1869, at the Philadelphia Pomological Society.

Three suburbs—named Germany, Hibernia and Sweden—contain thousands of immigrants from those countries. Many of them are em-

ployed in the foundries and other manufactories which darken the air with their pillars of smoke.

Burlington has a Baptist College, a flourishing Public Library of 10,000 volumes, and seventeen churches, several of which are massive in material and tasteful in design. Few places so young show so few buildings of wood, and it might be called the city of brick.

MIDDLETOWN,

The first station, is nine miles from Burlington. It is so newly established that the census volume has no account of its shipments.

DANVILLE,

The second station, is thirteen miles from Burlington, and the township has a population of 1,459. Its shipments for the last year were 3,840 hogs, 42,230 pounds of wool, 24,000 bushels of grain, not much of it either wheat or corn, and about 200 tons of other agricultural products.

NEW LONDON,

The third station, nineteen miles from Burlington, has a population of 465. Its shipments eastward last year were about 10,000 bushels of wheat and corn, twice as many of other grains, 2,580 hogs, 342 cattle, with nearly a hundred tons of other agricultural products.

MOUNT PLEATANT,

The fourth station, twenty-eight miles west of Burlington, is the county seat of Henry County. The population of the city is 4,425, that of the township 6,440, that of the county 20,971. No white man had settled in the county before 1834.

As we approach from the east, the State Insane Asylum is in full view,

on the left of the cars, and about a mile distant.

Mount Pleasant deserves its name, for it is both pleasant, and it stands on a mound or prairie-table, with Big Creek running round it in the form of a horse-shoe, on all sides but the east. About four miles south, the Skunk River bottoms afford some of the finest bodies of timber in the state. Within two miles of the town there is a capital quarry of building stone, from which large amounts are sent off on the cars. Among the specialties of manufacture are bedsteads, pumps and lightning rods. There are also flour, woolen and planing mills, wagon and plow factories, a foundry, brewery, etc.

Among its exports eastward last year, were 53,000 bushels of grain, 13,340 hogs, 110,720 lbs. of pork, and 263,925 lbs. of wool.

Mount Pleasant has thirteen churches, a new hall (74x44 feet,) two banks and two newspapers. It was among the first Iowan towns to expend \$20,000 on a public school-house, and, thanks to its four higher educational institutions, it is fitly styled the Athens of Iowa. One of these, established by the society of Friends, is called Whittier College, in honor of the Quaker poet. Another, the Wesleyan University, is the chief educational centre of the Methodist Episcopal church.

ROME,

Formerly called Checagua, a name said to be another form of Chicago, and to mean skunk—the fifth station, is thirty-five miles from Burlington. The township has a popu-

lation of 1612. It sent off, as freight, last year, 540 hogs, rather more pounds of wool, and about 225 tons of other animal products.

GLENDALÉ,

The sixth station, is forty-two miles from Burlington. The population of the township is 1654. Its shipments last year amounted to 288 cattle, 2,400 hogs, as many bushels of wheat, etc,

FAIRFIELD,

The seventh station, fifty miles west of Burlington, is the county seat of Jefferson county, in the third tier westward from the Mississippi. The population of Fairfield, city and township, is 3,401. That of the county is 23,948. It was long a point from which large numbers of cattle and hogs were annually shipped. But, as the railroad has extended west, stock raisers have preferred to put their freight on board trains further and further from the Mississippi. Still among its shipments last year, were 11,100 hogs, and 128,981 pounds of wool, 27,665 bushels of wheat, and three times as many of other grains.

Fairfield has two newspapers, ten churches, and one of its school-houses cost \$35,000.

WHITFIELD,

The eighth station, is fifty-five miles from Burlington. Its exports last year were confined to 900 hogs, rather fewer bushels of corn, with a few sheep and cattle.

BATAVIA,

The ninth station, is sixty-two miles from Burlington. It is in the township of Locust Grove, which has a population of 1,413. Its outward

bound freight, last year, consisted chiefly in 5,680 hogs, and about 50,000 bushels of grain—one fifth of it corn, and a rather less proportion of wheat.

AGENCY CITY.

The tenth station, is sixty-nine miles from Burlington, and has a population in the township of 1,180. The chief shipments, and of course products, last year, were 4,920 hogs, 1,280 sheep and 45,855 pounds of wool.

The township was called Agency, because Gen. Street, the U. S. agent in charge of the Sacs and Foxes, here established his agency in 1841. The Indian chief Wapello, from whom the county takes its name, is buried on Sugar Creek, just below the R. R. bridge.

OTTUMWA,

The eleventh station, seventy-five miles from Burlington, is the capital of Wapello, the fourth county west of the Mississippi. This township has a population of 6,154. The inhabitants of the country number 20,672. Some townships have a larger census, but Ottumwa is the largest town on the road between the Mississippi and the Missouri. The road was opened to this point ten years ago, and owing to the delay in extending it farther till 1866, the growth of Ottumwa was greatly stimulated. It is 285 miles from Chicago, and ten nearer St. Louis, with which its chain of railroad connection has just received its last link. It is also on the road long ago completed from Keokuk to Des Moines. No wonder it is about to be lighted with gas.

A great future is before Wapello county. It abounds in coal, stone, clay and timber. It furnishes the ties for the B. & M. road far west, even in Nebraska. While the soil is fertile, you may find on one and the same acre, building stone, or brick clay, lime for mortar, and coal to burn it in the kiln.

The hill north of the station is crowned by the public school-house—a brick building erected at a cost of \$35,000. The view from the school-house shows six churches, a Sisters' academy, the hotels, business blocks and residences, large, elegant and substantial, groves in the outskirts, and the Des Moines river curving in a crescent around the city.

The shipments eastward from Ottumwa, last year, were 14 horses, 5,040 cattle, 31,811 hogs, 5,200 sheep, 331,600 pounds of wool, more than 80 tons of pork, 116,805 bushels of wheat, 18,415 of corn, and 400 tons of other products.

More coal was mined in 1863 in the country where Ottumwa is situated than in any other county in the State, with one exception. These Wapello coal-beds are pronounced by the State Geologist the best in the Northwest. The bushels were 687,584. But the market was then altogether east. A new one is now opened west, far into Nebraska. In 1860 the places of business, including all branches, were two hundred and forty.

SHOCKS,

The twelfth station, would never stop the cars if it were not for its excellent coal-banks; but a mine of

coal will, here as elsewhere, show itself worth more than a mine of gold.

CHILLICOTHE,

The thirteenth station, is eighty-three miles from Burlington. The township has 774 inhabitants.

FREDERIC,

The fourteenth station is ninety-one miles from Burlington.

ALBIA,

The fifteenth station, one hundred miles from Burlington, is the county seat of Monroe county, in the fifth tier of counties west of the Mississippi. It is situated in the township of Troy, which has a population in all of 2,347; that of the town of Albia amounts to 1,284; that of Monroe county to 11,990. Coal is found here in abundance. The shipments of Albia were very large last year in proportion to its size. Among them were 2,412 cattle, 18,510 hogs, 1,400 sheep, 63,686 pounds of wool, 30,000 bushels of wheat, and more than five hundred tons of other products.

Albia, when first settled, was so healthful and peaceful that the four doctors and three lawyers who first opened offices there were voted supernumeraries. The Central railroad of Iowa, which connects with the B. & M. R. at Albia, will bring down lumber from Minnesota,

TYRONE,

The sixteenth station, is one hundred and eight miles west of Burlington. Its township, which is Franklin, has a population of 621

MELROSE,

The seventeenth station, is one hundred and fourteen miles west of

Burlington. It lies in the township of Jackson, which has a population of 806.

RUSSELL,

The eighteenth station, is one hundred and twenty-two miles west of Burlington. The township of Washington, in which it lies, has a population of 566.

CHARITON,

The nineteenth station, is one hundred and thirty miles west of Burlington.

It is the county seat of Lucas county, which has a population of 9,185, and lies in the sixth tier, both east of the Missouri and west of the Mississippi. The inhabitants of the township amount to 2,207, and of these 1,193, or more than half, belong to the town. Its freight eastward last year amounted to 3,366 cattle, 10,380 hogs, 3,120 sheep, 99,940 pounds of wool, and more than 150,000 bushels of grain.

Chariton takes its name from the river on which it stands, a stream which flows down into the State of Missouri, and itself bears the name of an early French settler. He must have been a good fellow, for his name means "generous." It has two newspapers, five churches, and one of its school-houses cost \$22,000.

LUCAS,

The twentieth station; lies one hundred and thirty-eight miles west of Burlington, and just midway between the rivers. But we must pass fifty-one miles further before we reach the divide, or height of land—at Creston.

WOODBURN.

The twenty-first station, is one hundred and forty-six miles west of Burlington. It lies in the township of Jackson, the population of which is 772.

OSCEOLA,

The twenty-second station, is one hundred and fifty-six miles from Burlington. The county seat of Clarke county, which has a population of 8,027, it is situated upon a high rolling prairie and on the dividing ridge between the Squaw and White Breast creeks. The population of the township is 1,822.

In the western part of the town is a crossing of the railroad now in progress from Des Moines to Kansas City.

General surface, rolling prairie; soil, a dark, sandy loam. It is well watered by streams and springs. Timber is found along the streams, suitable and sufficient for fuel, fencing, and the rougher portions of buildings; but pine is imported for fine work.

Osceola has a flouring mill, a furniture factory, a newspaper, four churches, and many saloons. It is celebrated for the excellence of its orchards. More lumber was brought to it last year than to any point on the road except Ottumwa. The shipments eastward show the staple products of the neighborhood. These were, for the year ending on the last day of last April, 6,210 cattle, 16,300 hogs, 3,920 sheep, 118,215 pounds of wool, 75,000 bushels of grain, etc.

MURRAY,

The twenty-third station, is one

hundred and sixty-six miles west of Burlington. It lies in the township of Troy, which has a population of 248. Hogs and sheep are its chief staples. Last year the shipments of hogs were 2,478, of sheep 960, of wool 2,477 pounds, of cattle 150.

THAYER,

The twenty-fourth station, is one hundred and seventy-two miles west of Burlington. It bears the name of Nathaniel Thayer, of Boston, who powerfully aided the construction of the B. and M. road. The village is laid out on a gentle slope ascending from the valley of Four Mile creek. Heavy bodies of timber on Grand river supply much wood to the railroad, and fuel for private consumption.

AFTON,

The twenty-fifth station, is one hundred and eighty miles west of Burlington, and the county seat of Union county, which lies in the fourth tier east of the Missouri, and has a population of 3,821.

The railroad did not reach it till September, 1868, when four months of the official year had passed. In the eight months following, its shipments were as follows: Cattle 1,548, hogs 6,900, sheep 380, wool 17,645 pounds, besides fifty tons of other products. Many new buildings, among them a banking-house, have been meantime erected. The German in element is large.

CRESTON,

The twenty-sixth station, is one hundred and ninety miles west of Burlington, but only eighty-five miles from the Missouri. Thus the

eastern slope is more than double the breadth of that of the west. The name Creston was chosen to mark the position of the station, which stands on the crest, or height of land between the rivers. Its altitude above the Mississippi is eight hundred feet. So truly is Iowa a rolling prairie—rolling up at Creston as high as the top of Mount Holyoke, in Massachusetts. It is hence self-drained, and free from the miasmatic vapors which never leave lands that are level with the sea. Creston overlooks one of the most extensive and beautiful bodies of gently undulating prairie to be found in the west, or out of it. This fine expanse of land is rich and well watered.

In Creston there are the locomotive round-house, and the machine shops for repairs, on the western division of the B. and M. road. Last November, all the improvements as yet visible, were to frame houses, twelve cabins and five tents.

CROMWELL,

The twenty-seventh station, is 195 miles from Burlington. It has a flouring mill, and many more buildings than Creston, but failing to secure the railroad shops, its prospects of growth are somewhat darkened.

But in its soil it has a resource that cannot be taken away, unless perhaps by earthquakes, and these are not expected.

The village is beautifully laid out on an acclivity sloping up southward from the station. Many shade trees are planted along the streets, and in the distance appear fine groves, in the midst of which are

the head waters of the Platte, and tributaries of the East Nodaway. The place commands the trade for a long distance north and south.

PRESCOTT,

The twenty-eighth station, is 204 miles west of Burlington.

LANDS FOR SALE BY THE RAILWAY CO.

In the neighborhood of this station, and also not far from every point in the next hundred miles of the railroad, the lands of the B. & M. Railway Company, amounting to 400,000 acres, are now in market. These lands are offered at low prices and on long credit, as the Company, actuated by an enlightened self-interests, are anxious to develop the resources of the country with all possible dispatch.

CORNING,

The twenty-ninth station, is 211 miles from Burlington, and was so named in honor of Erastus Corning, of New York.

The town was laid out in 1857. In 1858 and 1859, a good hotel, the "Corning House," and a few other houses were erected. Afterwards no buildings were erected until February, 1869. Since that time, more and better houses have put up there than at any other station west of Ottumwa. The Congregationalists, Presbyterians, Methodists and Baptists, have each organized societies. with encouraging prospects, and no the line of this railroad has a more enterprising and moral class of citizens than Corning. No saloons are allowed in the place. Timber, water, stone and coal are abundant in this vicinity. Several thousand

acres of good railroad land are for sale, all of it near the track.

BROOKVILLE,

The thirtieth station, is two hundred and fifteen miles from Burlington. When a traveler said to the conductor, "What is the size of this place?" the answer was: "It is about as large as New York—only it has not been built up yet."

NODAWAY,

The thirty-first station, is two hundred and twenty miles from Burlington, and has a population of 461.

VILLISCA,

The thirty-second station is two hundred and twenty four miles from Burlington. It lies the township of Jackson, Montgomery county. The township has a population of 424. Herds of cattle are driven from Texas and fattened on the wild pastures of this region—but the land is too good to remain long untilled now that markets are brought near.

STANTON,

The thirty-third station, two hundred and thirty three mile west of Burlington. Here is a colony of Scandinavians, who have applied to purchase about 45,000 acres of railroad lands, and are just beginning the settlement. Most of these settlers had lived awhile in Illinois, either as tenants, small farmers or farm laborers, though some of them have worked on the railroad beside which they have picked out their farms. The colony was organized by the Rev. Mr. Holland, now long the Swedish clergyman in Burlington.

A village is already rising where six months ago no house was visible; there is a fine millseat near the station, and eight flouring-mills are already completed in the county.

RED OAK JUNCTION,

The thirty-fourth station, is two hundred and forty-nine miles west of Burlington, and thirty-four east of the Missouri river. It is the county seat of Montgomery county, which has a population of 2,892—the least number of any county between the rivers. No county contains so large a percentage of railroad lands. There are also many in Page county, directly south. Settlement has been retarded by the difficulty of reaching markets. But the completion of the railroad through the county in 1869, has inaugurated a new era. By the census of that year, the inhabitants of Red Oak were 850. Already there are many more. Thirty new buildings were put up just before the first locomotive came in sight.

The railroad company have already completed a branch, leaving their main line at Red Oak and shooting southwest fifty miles through the valley of Nishnabotany and Fremont county to East Nebraska City on the Missouri. Timber, water, fertile soil, and choice of three markets, will bring into a valley, which Bayard Taylor pronounced the garden of the world, immigrants in crowds.

Within the next thirty miles, four stations have been established at points where six months ago, there were no settlements, but where a year hence you will see thriving

villages. Their names and distances from Burlington are as follows: Hawthorn, 246 miles; Emerson, 250; Hastings, 255; Malvern, 261; Loudon, 266. Hawthorn was so named in honor of the piquant and subtle essayist.

GLENWOOD,

The thirty-ninth station, two hundred and seventy-one miles west of Burlington, is the last station before coming to the Junction with the St. Joseph and Council Bluffs Railroad.

It is the county seat of Mills County. Its population is 1,650, that of the county is 6,935.

Near Glenwood is the model farm of Mr. Solomon. It is composed of a section of land, and has thirteen miles of Osage Orange hedge. This hedge is not only an ornament and protection to the fields, but it pays all the taxes on them. How is this? Why, according to the State laws, every mile of hedge exempts one hundred dollars of a man's assessment from taxation—and the County Supervisors granted Mr. Solomon an equal exemption. But, as the assessors appraised his farm at only \$2,500, he goes altogether tax free. Besides, he will remain exempt for ten years, unless his assessment shall be raised. A hedge that keeps out not only cattle but collectors—who would not plant it?

PACIFIC JUNCTION,

The fortieth station, is 275 miles west of Burlington. The B. & M. R. Railroad here connects with the line between St. Joseph and Council Bluffs, which carries travelers north and south. But its transfer steamer takes passengers into Platts-

mouth, Nebraska, 279 miles west of Burlington, and its track is laid into Lincoln, the Nebraskan capital, which it reached last July. Thence this road, rapidly advancing to Fort Kearney, will join the trans-continental Union Pacific. By this route Iowa will send more and more coal into Nebraska, and breadstuffs to the mineral regions beyond. The railroad stretching south from the

Junction, already finished more than a hundred miles beyond Kansas City, and pushing on southward as straight as a bird flies, will soon meet a line which has already been constructed for two hundred miles north of Galveston. This road must be the main avenue of communication with the Gulf of Mexico for all trans-Mississippi valley.

MEMORANDA.

DODD, BROWN & CO.

IMPORTERS AND JOBBERS IN

British, French, German, Domestic and Fancy

DRY GOODS & NOTIONS,

217 and 219 Main Street,

ST. LOUIS, MO.

ST. LOUIS, VANDALIA AND TERRE HAUTE RAILROAD.

This road runs from St. Louis to Terre Haute, where it connects with the Terre Haute & Indianapolis road. It will eventually form a part of what is termed the Great Pan Handle route between the East and the West—starting from St. Louis and ending in New York City. The following are the officers:

President, W. R. McKeen; Gen'l Supt, G. R. Peddle; Supt. Vandalia Division, J. W. Conlogue; Ass't Supt. Indianapolis Division, J. E. Simpson; Gen'l Freight Agent, H. W. Hibbard.

The completion of this road was of more real importance than was generally appreciated, giving St. Louis not only an air-line for travel to the East, but adding another great artery of commerce, which coursed through some of the most productive portions of the State of Illinois.

The opening of this new route was formally celebrated by a grand excursion on the ninth of June, 1870.

Four through trains leave St. Louis daily, making close connections at Vandalia with the Illinois Central for all points north, and Cairo and all points south; at Effingham with the Chicago Branch of the Illinois Central; and at Terre

Haute with the Terre Haute & Indianapolis and Evansville Crawfordsville railroads.

In addition to its being a short line to the East, this road has connections for Chicago, Louisville and Cincinnati, without change of cars, making as quick time as the local lines to the points named.

STATIONS AND DISTANCES.

| | | |
|----------|---------------------|-----|
| 0..... | East St. Louis..... | 165 |
| 2..... | Venice Branch..... | 163 |
| 7..... | Hunter's..... | 153 |
| 11..... | Collinsville..... | 154 |
| 13..... | Confidence..... | 152 |
| 17..... | Troy..... | 143 |
| 24..... | St. Jacob's..... | 140 |
| 30..... | Highland..... | 135 |
| 34..... | Oakdale..... | 130 |
| 39..... | Pocahontas..... | 126 |
| 44..... | Stubblefield..... | 121 |
| 48..... | Greenville..... | 116 |
| 53..... | Henderson..... | 112 |
| 57..... | Mulberry Grove..... | 108 |
| 62..... | Hagerstown..... | 102 |
| 66..... | Vandalia..... | 98 |
| 71..... | Bluff City..... | 94 |
| 74..... | Brownstown..... | 91 |
| 80..... | St. Elmo..... | 85 |
| 86..... | Blue Mound..... | 79 |
| 94..... | Funkhouser..... | 71 |
| 97..... | Effingham..... | 67 |
| 297..... | Chicago..... | 0 |
| 102..... | Teutopolis..... | 63 |
| 107..... | Spitler's..... | 58 |
| 115..... | Pleasantville..... | 40 |
| 121..... | Greenup..... | 44 |
| 130..... | Casey..... | 35 |
| 136..... | Martinsville..... | 28 |
| 142..... | Auburn..... | 23 |
| 147..... | Marshall..... | 18 |
| 152..... | Griffith's..... | 13 |
| 154..... | Woodville..... | 10 |
| 165..... | Terre Haute..... | 0 |

Leaving East St. Louis our route crosses the

AMERICAN BOTTOM,

Passing through Hunter's, a small side track station, and reaching Collinsville, a distance of eleven miles. The intervening country between the Mississippi river and this point is a rich, alluvial bottom land, producing immense crops of grain and vegetables; it received its name in the early history of the country, and when the small trading village of St. Louis was under the sway of Spain. The bottom is interspersed with numerous lakes, bayous and sluggish sloughs having communication with the river, and at intervals the land is overflowed. No serious damage to crops has occurred from this cause since 1844.

Collinsville, as well as Caseyville, lying off to the right of the road, are old settled places, located near the celebrated coal mines. A large portion of coal used in St. Louis is procured from the mines in this vicinity. The town of Collinsville is beautifully located on the bluffs about half a mile from the road. It contains a population of 2,000, and is well supplied with good schools and churches. On account of its elevation and healthful location many business men from the city have beautiful homes here. The broken character of the land, subject to handsome improvement, renders the site peculiarly favorable for suburban residences.

Two miles beyond and we reach Confidence, a small coal mining settlement. The Wilborn Coal Company, who are operating the mines

quite extensively, ship from fifteen to twenty cars per day from this station.

A run of five miles brings us to
TROY,

A place of about eighteen hundred inhabitants, and located in a good wheat section. The town lies off two miles distant from the station. Besides several churches and schools the place contains two large steam flouring mills, whose product enjoys a wide spread reputation.

St. Jacobs, distant seven miles from Troy, has near twelve hundred inhabitants. This is the shipping point for

MARINE.

A wealthy German town four miles from the road, claiming a population of two thousand souls. The surrounding country is peculiarly adapted to the growth of wheat, and the large flouring mills of the town ship two hundred barrels of flour per day. A seemingly inexhaustible bank of clay has been discovered here, and the shipments of clay and fire brick will average three cars per day.

HIGHLAND,

The largest and most important station on the road, is situated on the south side of the track, six miles beyond, and contains a population of quite four thousand, the German element predominating. It is located on a high rolling prairie, and vineyards, orchards, meadows and fields of grain stretch away on all sides as far as the eye can reach. The village is a pretty corporation, somewhat scattered, but composed of good comfortable looking dwell-

lings and well built stores, churches and schools. Not many years hence it will be one of the favorite suburban retreats of St. Louis, and all along the road between here and there the villas of her wealthy merchants will add a civilizing touch and impart an artistic beauty to the natural loveliness of the landscape. The citizens have an appreciation of the beautiful in nature, as is evidenced by the luxuriant shrubbery surrounding the cottage and the elegant little park lying between the depot buildings and the town proper. The town contains three large flouring mills, one foundry, two breweries, one planing mill, one Catholic, and Lutheran church, one Catholic college, several well-built schools, and two weekly newspapers. The shipments of flour exceed four hundred barrels per day, in addition to large quantities of stock and grain. The surrounding country is unsurpassed for stock raising.

Five miles further we reach Oakdale, a small place only a few months old. Located as it is in the midst of a good grain and stock region, a few years only will be necessary for it to attain the dignity of a town.

POCAHONTAS,

Five miles distant, is a good shipping point of near seven hundred inhabitants, located on the north side of the road about a half mile from the track.

Continuing our route through the same stretch of fertile country nine miles brings us to

GREENVILLE,

The county seat of Bond, containing three thousand inhabitants and an aspiring place. The town contains good flouring mills; one elevator, a woolen mill, churches, schools, a large female seminary, and publishes two newspapers weekly. Mulberry Grove, nine miles beyond, has a population of probably six hundred and is a large shipping point for hay.

VANDALIA,

Nine miles distant, is a regular eating station and the point of junction with the Illinois Central railroad.

This is one of the oldest towns in the state, located on the west bank of the Kaskaskia river, and contains a population numbering twenty-five hundred. It is the county seat of Fayette county, and was formerly the capital of Illinois. The old capitol buildings, still in good repair, are used as a court house, and other necessary county offices. On account of the length of time which this section of the State has been settled, Vandalia presents an air of solid stability not seen in many of the other towns. The town is well supplied with good churches and schools. At this point the last work was done on the old national road, before the days of the iron horse, and which was expected to open up the entire west.

The road crosses the Kaskaskia river here on a fine Howe truss deck bridge, of three spans each two hundred and ten feet in extent.

ST. ELMO,

Thirteen miles from Vandalia, is a

young and thrifty village of five hundred inhabitants, promising to give a good account of itself after shedding its long clothes, as the vicinity is a heavy grain producing country. Five miles beyond, in a prairie fourteen miles wide, Blue Mound, at present a small freight station, is located.

A ride of eleven miles through this rich, highly cultivated prairie country brings us to

EFFINGHAM,

The county seat of Effingham county. This being the junction of the Chicago Branch of the Illinois Central and this road, quite a prosperous town of two thousand inhabitants, has grown up. Our route crosses the Little Wabash two miles west of Effingham. Besides a number of substantial storerooms the place contains a large flouring mill and brewery. The public buildings, schools and churches give evidence of the solidity and wealth of the county.

Four miles beyond we reach the German Catholic town of

TEUTOPLIS,

The population of the place does not exceed fifteen hundred. A large and imposing brick Monastery and Convent, together with a college, have been erected by the Catholics. The slow but sure energy of her German element insures the certain growth of the town.

Nineteen miles beyond bring us to Greenup, located one mile north

of the road. In addition to this being a good grain section there is a large business done in lumber and timber.

CASEY,

Is eight miles distant and has a population of fourteen hundred. It is situated in a fine prairie country and possesses the refining and civilizing accessories of churches and schools for all denominations.

MARTINSVILLE,

A place boasting a population of one thousand, is located in a rich fertile district and bids fair to double its inhabitants in a year or two.

Ten miles from the last station, we reach

MARSHALL,

The county seat of Clark, containing three thousand people. The humanizing effect of religion and education is fully assured to the casual observer by noticing the number of well built schools and churches in this place. The court house and other public buildings give an air of a healthy condition of the revenue. At

WOODVILLE

eight miles distant, we notice large piles of hard timber for wagons, hubs, spokes, etc., and learn upon inquiry that a heavy business is done here in wagon timber.

Ten miles more and our train halts at the depot in

TERRE HAUTE

when we gracefully resign our position.

MEMORANDA.

EDWARD A. FILLEY,

Importer and Dealer in

Earthenware, China

AND

GLASSWARE,

Coal Oil Lamps, Lanterns, Looking Glasses,
Britannia Ware, &c.

Sole Agent in the West for

James Edwards & Sons Celebrated White
Granite Goods and Extra thick Stoneware

For Hotel and Steamboat use, also,

ORIGINAL ASSORTED CRATES,

Suitable for country trade, always on hand and for sale at a slight
advance on original English Invoices.

THE ST. LOUIS DISPATCH.

**Daily, \$10.00---Tri-Weekly, \$5.00---
Weekly, only \$1.00 per annum,
In Advance.**

The DISPATCH is the only regular Evening Paper in the city,
and is one of the oldest and best established in the West,
being a first-class medium for advertising.

DISPATCH JOB OFFICE.

All descriptions of Railroad, Commercial and Fancy Printing
well done at reasonable rates.

Address, FOY & McHENRY, No. 313 North Third Street.

THE INDIANAPOLIS AND ST. LOUIS RAILROAD.

Is the old established and well known St. Louis, Alton & Terre Haute railroad, under a new name, leased to the present management. The three trains leaving St. Louis daily give direct connection with the Bee Line, Pennsylvania Central and associate roads, forming a through route under one direction.

Running as it does through some of the richest sections of both Illinois and Indiana, aside from its immense general business in passengers and freight, the local traffic of the road equals if it does not exceed any road in the west.

OFFICERS:

Gen. T. A. Morris, Pres't, Indianapolis; Edward King, Sec'y and Treas'r, Indianapolis; J. E. Davidson, Auditor, Indianapolis; J. D. Herkimer, Gen'l Supt., St. Louis; J. W. Morse, Gen'l and Purchasing Agent, St. Louis; J. S. Garland, Gen'l Passenger Agent, St. Louis; John C. Noyes, Gen'l Freight Ag't, St. Louis; A. A. Tallmage, Ass't Supt., Mattoon, Ill.; C. F. Benton, Master Mechanic, Litchfield, Ill.; W. Cummings, Supt. of Telegraph and Train Dispatcher, Mattoon, Ill.; Henry Starring, Gen'l Baggage Ag't, Chicago, Ill.

STATIONS AND DISTANCES.

| | | | | | |
|----------|------------------------|-----|----------|-------------------|----|
| 1..... | East St. Louis..... | 261 | 180..... | Sanford..... | 81 |
| 0..... | D. & E. St. L. Cr..... | 260 | 185..... | St. Marys..... | 76 |
| 3..... | Vandalia J'n..... | 258 | 189..... | Terre Haute..... | 72 |
| 4..... | Venice Switch..... | 257 | 192..... | Gravel Pit..... | 69 |
| 6..... | Kinders..... | 255 | 194..... | Markle..... | 67 |
| 9..... | Nameoka..... | 252 | 197..... | Grant..... | 64 |
| 12..... | Long Lake..... | 249 | 200..... | Fontain..... | 61 |
| 17..... | Edwardville Cr..... | 244 | 203..... | Lodi..... | 58 |
| 20..... | Alton Junction..... | 241 | 208..... | Carbon..... | 53 |
| 25..... | Bethalto..... | 236 | 213..... | Lena..... | 48 |
| 26..... | Moro..... | 235 | 217..... | Oakalla..... | 44 |
| 30..... | Dorsey's..... | 231 | 222..... | Greencastle..... | 39 |
| 35..... | Bunker Hill..... | 226 | 228..... | Darwin..... | 33 |
| 40..... | Dorchester..... | 221 | 229..... | Malta..... | 32 |
| 45..... | Gillespie..... | 216 | 233..... | Reno..... | 28 |
| 50..... | Clyde..... | 211 | 237..... | Hadley..... | 24 |
| 55..... | Litchfield..... | 206 | 240..... | Nora..... | 21 |
| 60..... | Shoal Siding..... | 201 | 242..... | Danville..... | 19 |
| 62..... | Butler..... | 199 | 245..... | Easton..... | 16 |
| 66..... | Hillsboro..... | 195 | 248..... | Avon..... | 13 |
| 72..... | Irving..... | 189 | 252..... | Spray..... | 9 |
| 76..... | Witt..... | 185 | 254..... | Sunnyside..... | 7 |
| 81..... | Nokomis..... | 180 | 259..... | Asylum..... | 2 |
| 90..... | Rosamond..... | 171 | 261..... | Indianapolis..... | 0 |
| 94..... | Pana..... | 167 | | | |
| 100..... | Tower Hill..... | 161 | | | |
| 105..... | Robinson Creek..... | 156 | | | |
| 109..... | Moulton..... | 152 | | | |
| 110..... | Shelbyville..... | 151 | | | |
| 114..... | Middlesworth..... | 147 | | | |
| 121..... | Windsor..... | 140 | | | |
| 127..... | Summit..... | 134 | | | |
| 133..... | Mattoon..... | 128 | | | |
| 134..... | Stockton..... | 129 | | | |
| 143..... | Charleston..... | 118 | | | |
| 148..... | Embaras Siding..... | 113 | | | |
| 152..... | Ashmore..... | 109 | | | |
| 156..... | Kansas..... | 105 | | | |
| 161..... | Dudley..... | 100 | | | |
| 165..... | Walnut Grove..... | 96 | | | |
| 170..... | Paris..... | 91 | | | |
| 173..... | Kentucky..... | 86 | | | |
| 177..... | Vermilion..... | 84 | | | |

The facilities for transaction of such an immense amount of business as that done by this road excel those possessed by any other route centering at

EAST ST. LOUIS.

The depot grounds here have a frontage of eight hundred feet, and possess ample room for the careful handling of all freight shipped over the road. In addition to this, side tracks connecting with the East St. Louis Elevator and Transfer Ferry, insure prompt transfer and delivery of all grain in bulk or otherwise.

This road, like all others making St. Louis their western terminus, passes through the American Bottom; and we note the following im-

portant stations, Kinders, Nameoki, Long Lake and Edwardsville Crossing, at which latter place the road crosses the Madison County railroad. Three miles beyond we reach Alton Junction, a small station where connections are made for Alton and the Keokuk Packets.

ALTON,

Though not properly on the direct route, deserves a passing notice. It has a commanding situation on the Mississippi river twenty-five miles above St. Louis and about three miles above the mouth of the Missouri. Being an old settled city, it is well built and has risen into considerable importance; possessing ample railroad facilities and one of the best landings on the river. Coal, timber and limestone of superior quality abound.

The population of the city is 8,720. It contains over one hundred business houses, fifty professional men, thirteen churches, eight schools employing twenty teachers, two hotels, two banks, two iron foundries, one boiler factory, a manufactory for agricultural implements employing over one hundred hands, and three newspapers, Telegraph, Banner and Cumberland Presbyterian. The Glass Works have just been completed and promise to add materially to the business of the place. The Tobacco manufactory employs two hundred hands and manufactures six hundred thousand pounds of tobacco per annum; two planing mills are in successful operation. The four flouring mills turn out in the aggregate twelve hundred barrels per day. The lime business of this

place is quite an item, and the ten lime kilns produce four hundred thousand bushels of lime per year. There is also an extensive business done in lumber and building stone, of which latter there is an inexhaustable supply. Upper Alton contains quite thirty-five hundred inhabitants and is the seat of Shurtleff (Baptist) College, a flourishing institution, Female Seminary and three churches.

At Bethalto, five miles beyond the junction, we leave the bottom land and reach the elevated prairie plateau, through which our route continues, bordered on both sides by rich and well tilled farms until we reach Moro, a small station of about six hundred inhabitants. It is located in the midst of a fine fruit region, and large quantities of grapes and small fruits are produced in this vicinity. Wheat, corn and oats are successfully raised and form the principal articles for shipment. Besides twenty business houses of different kinds the place contains two churches, one school and one mill.

Through Dorsey's a small side track, a run of ten miles from Moro brings us to

BUNKER HILL,

One of the most delightful places on the line of the road, and on the completion of the bridge at St. Louis destined to become one of the breathing places for that city's over crowded business men. The town is beautifully located on a high, rolling prairie, containing a population of fourteen hundred. There are now seventy business houses in

the place, together with four flouring mills, five churches and two large and handsome schools. The Union Gazette is published weekly. The Masons and Odd Fellows are each represented by lodges in a flourishing condition.

Gillespie, nine miles distant, is a small pleasant village, whose population does not exceed four hundred and fifty. Besides the necessary business houses, the place contains three churches, one school, two hotels, and one flouring mill.

Ten miles further through a thickly settled and highly productive farming country brings us to

LITCHFIELD,

One of the most important points on the road. The city is situated in Montgomery county, equidistant from St. Louis and Springfield, the capital of the State. It was laid out in 1853, incorporated as a city in 1859, and contains a population of 4,200. The business houses number eighty-six and professional men forty-nine. Besides the extensive shops of this road, for the manufacture and repair of coaches and locomotives in all their appointments, there are the following manufactories; four flouring mills, one woolen mill, two breweries, one machine shop, one foundry, two planing mills, two furniture factories, several wagon makers, etc. The citizens show much liberality in their encouragement to all kinds of manufactures, and are not slow in rendering aid to those who contemplate settling here.

In addition to the four flouring mills there are eight grain ware-

houses and one elevator, making this point one of considerable importance to grain dealers.

The Litchfield coal mines under the management of the principal business men of the town, produce this great necessity in sufficient quantity to meet the wants of the entire community.

At this point our route connects with the Decatur & East St. Louis railroad. The Springfield and St. Louis railroad, having its termini at Springfield, and Litchfield is under contract and will probably be completed within a year's time.

The town contains five good hotels, six churches and seven schools. The graded school was erected at a cost of \$50,000 and is a great ornament to the place,

The Litchfield Monitor, published weekly and semi-weekly, has a wide and growing circulation.

The fairs held here annually by the Agricultural and Mechanical Association are a prominent feature of the place and attract many visitors.

The Masons and Odd Fellows are well represented by several Commanderies Chapters, Lodges, &c.

The public square, tastefully set out with trees and shrubbery, added to the many private residences similarly embellished, show that the citizens with their business enterprise do not neglect the beautiful. At

BUTLER,

a small station seven miles distant we reach a heavily timbered section, and continuing our route through a beautiful stretch of country interspersed by prairie and timber, a run

of four miles further brings us to

HILLSBORO,

the county seat of Montgomery, and enjoying a magnificent location. It contains a population of quite two thousand; fifty business houses of all kinds, six churches, two schools, three hotels, two flouring mills, one woolen mill, and publishes the Hillsboro Democrat weekly. A large and handsome court house has just been completed.

The town is situated in the midst of a flourishing farming country with wood and water in abundance, and offers unusual inducements for the establishment of manufactories and foundries. The place has voted forty thousand dollars stock to this road to aid in building the Hillsboro and Staunton Branch, which when completed will be of great advantage, and materially shorten the distance between St. Louis and Indianapolis.

Out on the prairie again, and six miles over nature's variegated carpet bring us to

IRVING,

a place of about five hundred souls containing three churches, two schools, three mills and one hotel.

NOKOMIS,

nine miles beyond, is located in the centre of a magnificent country and is prominent among the best shipping points on the road.

The population of the place amounts to near one thousand. There are at this point five churches, one school, three flouring mills, one elevator, two hotels, six grain warehouses and one weekly newspaper, the Nokomis Advertiser.

Thirteen miles beyond Nokomis

PANA

is reached. This is an incorporated city possessing an elevated and healthy site surrounded by a rich agricultural country, containing a population of thirty-five hundred. At this point our road connects with the Illinois Central for Decatur, Bloomington, Mendota and other points in the northwest; and also with the Springfield and Illinois Southeastern Railroad of which this place is the initial point.

The city hall and two public schools are fine buildings recently completed at a cost of \$30,000 each. Besides seventy-five business houses, the town contains six churches, two elevators, two flour mills, one planing mill, and two weekly newspapers, Gazette and Palladium.

Continuing through the same stretch of rich country, thickly settled and highly cultivated for a distance of seven miles, we reach the new town of

TOWER HILL,

beautifully located and promising to attain no little prominence in a few years. The place at present contains a population of five hundred, one flour mill, two churches, one school and three factories.

Crossing Robinson Creek, four miles distant, and, pursuing our route five miles further we arrive at

SHELBYVILLE,

the county seat of Shelby which has a population of three thousand. It is situated on the Kaskaskia river and possesses many beautiful building sites. The surrounding country

is heavily timbered and in point of agriculture cannot be surpassed in the entire State.

The business houses of the place number fifty-two, besides which there are eight churches, three hotels, two banks, three flour mills, two wool factories, and two newspapers, *Leader* and *Union*. A large public school building has just been erected at a cost of \$50,000 with accommodations for nine hundred pupils, aside from which there are several good private and select schools.

WINDSOR,

located on the prairie eleven miles from the last station, boasts a population of eight hundred, with twenty-seven business houses, three churches, two schools, two flour mills, one ditching machine factory &c.

This being the point where the *Bloomington* and *Ohio River R. R.* will cross the *I. and St. L.* the town will unquestionably soon attain the dignity of a city.

SULLIVAN,

the county seat of *Moultrie*, one of the most important business places in this section is situated twelve miles north from *Windsor*.

SUMMIT,

Six miles beyond, is but a small station located on the dividing ridge between the *Mississippi* and *Ohio*, and is consequently the most elevated point between *St. Louis* and *Terre Haute*.

Our route continuing through the elevated prairie, a run of six miles brings us to

MATTOON,

occupying a commanding view of a most beautiful and thickly settled country. Here our road connects with the *Chicago Branch* of the *Illinois Central* for *Tolono*, *Champaign*, *Kaskaskia* and *Chicago*. The city is a well built, and rapidly improving place. It contains a population of five thousand, with one hundred and twenty-five business houses, twelve manufactories of different kinds, three large flouring mills, twelve churches, three schools, six hotels, two banks, five elevators, and two newspapers—*Mattoon Journal* and *Mattoon Republican*. The grain elevators have an aggregate capacity of one hundred thousand bushels. The vicinity is a great corn producing region, the yield per acre equaling that of the celebrated valleys of the *Miami* and *Scioto* in *Ohio*.

The machine shops, round house and car works of this road are located here, and just being erected; when completed they will add largely to the importance of the city and increase considerably its population by the large number of mechanics necessary for the successful operation of such extensive works.

The new gas works have recently been finished, and the prospect of "more light" is welcomed by the citizens with joy.

CHARLESTON,

is one of the most flourishing cities located on the road. The surrounding country, prairie and timber, is very productive, and settled by prosperous farmers. The population of the place reaches the

neighborhood of fifty-five hundred. Among the prominent public buildings are to be found seven fine churches, three large schools, an extensive medical college, and the City Hall located in the public square. The business houses aggregate one hundred and thirty; in addition to which there are four hotels, two banks, and two weekly newspapers, the Courier and Plain-dealer, both having an extensive circulation. The manufacturing interests of the place contribute largely to its importance with its foundry and machine shops, three flouring mills, two woolen factories, one plow and one carriage factory.

The city has been growing steadily and surely, and from its agricultural and manufacturing resources looks forward to a proud future.

Thirteen miles further brings us to

ASHMORE,

a small place numbering about four hundred inhabitants with a good flouring mill, three churches, two schools, and two hotels,

Our road is still through a fine section of country, diversified with prairie and timber, and a five mile run brings us to

KANSAS,

a place containing eight hundred inhabitants. The town has twenty-four business houses, two flouring mills, one hotel, four churches, one school, and the Kansas Citizen newspaper, which is published weekly.

Passing through Dudley, a small place of three hundred inhabitants, located in the midst of an excellent stock country, we reach

PARIS,

after a run of thirteen miles. The place contains a population of near thirty-five hundred, and in a business point of view is by no means insignificant. The relative business statistics are enumerated as follows: general business houses seventy-nine, schools four, churches six, flouring mills three, factories four, foundry one, hotels three, and newspapers two.

Seven miles beyond we arrive at

VERMILLION.

located in a heavily timbered section of country. The population will reach probably six hundred, and the place contains ten business houses, three churches, two schools, one flouring mill, erected at a cost of \$25,000, and one stove factory, consuming annually four thousand cords of timber, and employing thirty hands.

Four miles beyond, we pass through Sandford, a small station of possibly three hundred inhabitants, and a further run of eight miles brings us to

TERRE HAUTE,

the county seat of Vigo county, Indiana, on the east bank of the Wabash river, containing a population of about 20,000.

It is beautifully situated on an elevated plateau, is well built, and has broad streets, tastefully ornamented with shade trees. It is the centre of trade for a rich and populous region, and has a number of manufacturing establishments, chief among which are the railroad machine shops, for repairing and constructing engines and cars.

The Wabash river is navigable a portion of the year for steamboats, and shipments are made direct between this place and points on Ohio and the Mississippi rivers. The old National Road, and other excellent roads intersect the country. An abundance of bituminous coal is found near the city. An extensive business is done in hubs, spokes and wagon timber generally; the hard wood of this locality being peculiarly adapted to such branches of manufacture.

There are now 6 railroads centering at Terre Haute, two from Indianapolis, two from St. Louis, one from Evansville, and one from Rockville, besides one in process of construction from Chicago, which will be completed early in 1871.

The city contains two hundred and fifty business houses, five flouring mills with a capacity of 700 bbls per day, five banks, one nail factory making 2,000 kegs per week, one blast furnace consuming forty tons of iron per day, one glass factory, one car factory, two large machine shops, two extensive hub and spoke factories, and several large barrel factories.

The Express, Journal and Evening Gazette, are published daily, and the Mail, Volksblatt and Banner, are issued weekly.

The different religious denominations are well represented, and have fine houses of worship.

The State Normal School is located here, and the building is one of the finest in the State devoted to educational purposes. The sum of \$225,000 has already been expended

upon it, and when completed will cost \$300,000. The building is sufficiently advanced to admit of its occupation. Great interest is taken by all classes in the public schools, and the five which are already in successful operation claim an average attendance of 2,500 students annually.

The road crosses the Wabash river at this point on a fine bridge near eight hundred feet long.

Our route from Terre Haute to
GREENCASTLE,

A distance of thirty-three miles, is through a heavy timbered country, abounding with rich and extensive coal fields. The veins of coal now in process of development at Carbon, on the line of this road, promise to add materially to the wealth and population of the district. The intervening stations between these two points are small and comparatively unimportant. Greencastle is situated in a beautiful section, and contains a population of near thirty-five hundred. The supply of coal, timber, limestone and sandstone, is seemingly inexhaustible; while valuable deposits of iron and other ores give indications of the future prosperity of the place, by the manufacturing interest that must eventually develop itself here.

The business houses number fifty-five, together with eleven factories and mills, seven churches, the Asbury University, and five public schools, four hotels, two banks, and two newspapers, Banner and Press.

At this point our road connects with the Louisville, New Albany and Chicago Railroad.

DANVILLE,

located twenty miles beyond is the county seat of Hendricks; containing about three thousand inhabitants, and is a thriving business place. The new public buildings consisting of Court House, Poor House, and Jail, have just been completed at a cost of \$180,000.

The town contains five churches, six schools, forty-nine business houses, one flouring mill, two saw-mills, three hotels, one bank, and one weekly paper, the Hendricks County Union.

INDIANAPOLIS,

the great railroad center of Indiana, and the terminns of our road, is a city of 50,000 inhabitants, situated on the west fork of White river. It was first settled by John Pogue in March 1819, and in about a year from that time it contained fifteen families. It was chosen as the seat of the State government in January 1821, and at the same time the Legislature gave it its present name, and appointed commissioners to lay it off as a town. Incorporated in 1836, the place received a city charter in 1847.

The river is navigable as far as Indianapolis in time of high water, and is here crossed by a handsome bridge, and by several railroad viaducts.

In a magnificent Union Depot, connections are made with the Cleveland, Columbus, Cincinnati and Indianapolis, Pittsburg, Cincinnati & St. Louis, Jeffersonville, Madison and Indianapolis, Indianapolis, Cincinnati & Lafayette, and Indianapolis, Peru and Chicago Railways,

Besides the Capitol, and Governor's Mansion, the State asylums for the blind, insane, and deaf and dumb, are fine building, reflecting due credit upon this great and growing State,

The system of education is very complete, and aside from the graded free schools of the city, there are a number of higher institutions of learning located here, among which may be mentioned the female colleges, and the Northwestern Christian University.

The number of churches, many of which are elegant specimens of architecture, clearly evidence the spirit of Christianity reigning over the city.

The manufacturing industry is is active and increasing, abundant water power being supplied by Fall creek and the central canal.

The railroad facilities, together with the natural resources which Indianapolis enjoys unquestionably identifies her with the great and prosperous cities of the West.

MEMORANDA.

CONFIDENTIAL

OHIO AND MISSISSIPPI RAILROAD.

This was one of the first railroad links that connected St. Louis with the East. Like most of the early railroad enterprises in the West, it had to contend with a host of difficulties and vexatious delays, but as money is an irresistible power, when applied to railroad building, this agency finally brought it through, and gave a broad guage road from St. Louis to Cincinnati.

As the author of this Guide has not had time to go over the Ohio & Mississippi railroad to collect full materials for a proper description of the country and towns along its line, he can only furnish a brief sketch for the present edition. These scanty parts were obtained through the gentlemanly courtesy of an officer of the road, who lives at Carlyle, and is familiar with the whole scope of country between St. Louis and Vincennes.

The following table includes the whole line of the road from St. Louis to Cincinnati.

STATIONS AND DISTANCES.

| | | | | | |
|------|----------------|----|------|------------------------|-----|
| 340. | St. Louis | 0 | 283. | Carlyle | 47 |
| 339. | East St. Louis | 1 | 289. | Collins | 51 |
| 336. | Hanover | 4 | 280. | Sandoval | 60 |
| 331. | Caseyville | 9 | 276. | Odin | 66 |
| 327. | Furman's | 13 | 271. | Salem | 69 |
| 325. | Alma | 15 | 262. | Middleton | 78 |
| 323. | O'Fallon | 17 | 257. | Greendale | 83 |
| 317. | Lebanon | 23 | 254. | Xenia | 86 |
| 314. | Summerfield | 26 | 245. | Flora | 95 |
| 310. | Trenton | 30 | 238. | Clay City | 102 |
| 306. | Hull | 34 | 231. | Noble | 109 |
| 302. | Breese | 38 | 223. | Olney | 117 |
| 297. | Buxton | 43 | 217. | Claremont | 123 |
| | | | 213. | Hadley | 127 |
| | | | 211. | Sumner | 129 |
| | | | 206. | Bridgeport | 135 |
| | | | 201. | Lawrenceville | 139 |
| | | | 196. | Beman | 144 |
| | | | 192. | Vincennes | 148 |
| | | | 191. | Junction E. & C. R. R. | 149 |
| | | | 185. | Richland | 155 |
| | | | 180. | Wheatland | 160 |
| | | | 178. | Washington | 167 |
| | | | 168. | Black Oak | 172 |
| | | | 162. | Clark's | 178 |
| | | | 158. | Loogootee | 182 |
| | | | 150. | Shoals | 190 |
| | | | 142. | Willow Valley | 196 |
| | | | 139. | Huron | 201 |
| | | | 132. | Georgia | 206 |
| | | | 127. | Mitchell | 213 |
| | | | 121. | Scottville | 219 |
| | | | 117. | Tunnelton | 223 |
| | | | 111. | Sparksville | 229 |
| | | | 106. | Medora | 234 |
| | | | 101. | Valonia | 239 |
| | | | 98. | Brownstown | 242 |
| | | | 92. | Dunham | 248 |
| | | | 87. | Seymour | 253 |
| | | | 79. | Hardenberg | 261 |
| | | | 73. | North Vernon | 267 |
| | | | 70. | Oak Dale | 270 |
| | | | 66. | Butler's | 274 |
| | | | 62. | Nebraska | 278 |
| | | | 58. | Holton | 283 |
| | | | 52. | Osgood | 288 |
| | | | 47. | Delaware | 293 |
| | | | 45. | Pierceville | 295 |
| | | | 42. | Milan | 298 |
| | | | 37. | Cold Springs | 303 |
| | | | 33. | Dillsboro | 307 |
| | | | 26. | Cochran | 314 |
| | | | 21. | Aurora | 316 |
| | | | 20. | Lawrenceburg | 320 |
| | | | 13. | North Bend | 327 |
| | | | 9. | Delhi | 331 |
| | | | 4. | Cullom's | 336 |
| | | | 1. | Storr's | 339 |
| | | | 0. | Cincinnati | 340 |

EAST ST. LOUIS.

The inquisitive schoolboy, who asked "why large rivers always ran by large cities," might have inquired, with equal reason, why every large city has a small city just on the opposite side of the river. Some of these small cities appear to be quite unaccountable, though they are all indispensable to the growth and prosperity of their larger neighbors just across the stream.

East St. Louis has grown up from the condition of a little, dirty straggling hamlet, to a place of no mean consideration. Good houses, stores and churches have been built, schools organized and all the machinery of a prosperous town put in operation. Large iron mills and machine shops give profitable employment to a great number of skilled workmen, and the whole place exhibits signs of prosperity which grows out of labor and thrift.

CASEYVILLE.

The train, after leaving the depot in East St. Louis, wends its way, seven or eight miles, across the famous American Bottom until it reaches Caseyville just at the foot of the bluff. The bluff, for miles up and down the river, is underlaid by immense beds of excellent bituminous coal. Indeed the vast coal field which crops out along here in the bluffs, extends more than a hundred miles away to the east, the veins of coal being six or eight feet in thickness. Some enterprising mathematician, with the previous guessing of a good geologist, might tell us how long this single coal field would supply the American continent with

fuel, in case all the wood was destroyed. As there is no geologist present to "guess," "calculate" or "reckon," I shall not attempt any estimate.

The town of Caseyville is strongly given to mining, and every year its inhabitants assist to furnish the many thousand tons of coal consumed in St. Louis. The town has two churches, one or two schools and thirty or forty places of business of all kinds

ALMA,

Is a small mining town fifteen miles from East St. Louis, containing about one hundred houses that look as if they had been all planned by the same architect, and he not a very brilliant genius. It possesses the usual concomitants of most small mining towns, and cares as little as other similar places for the fashions, gold and grandeur of the great cities.

O'FALLON,

Seventeen miles from St. Louis, is a place of considerable importance, contains upwards of one thousand inhabitants; has good churches, schools; a Masonic and Good Templar's Lodge, number of well built dwelling houses, the usual number of stores and shops, an excellent planing mill, and expects soon to be connected with Belleville by a railroad

LEBANON,

Twenty-three miles from this city, is beautifully situated and a well built town containing some two thousand inhabitants of the right kind to insure prosperity to their young city, and all the surrounding coun-

try. This is the seat of McKendree College, an establishment that stands high amongst the literary institutions of Illinois. The Union school house is a building that any town might be proud of. The town contains more than a hundred places of business of all sorts, many fine dwellings, and well built churches, a Masonic Lodge and Chapter and other social or benevolent societies.

SUMMERFIELD,

Three miles beyond Lebanon, is well situated and well peopled. There are only six or eight hundred inhabitants, but they have surrounded themselves with those institutions that tend to social improvement and elevation. They have four churches, a number of good schools, nurseries and vineyards around the town, and in it one of the best flouring mills in the West.

TRENTON,

Thirty miles from St. Louis, is a prosperous town of one thousand or twelve hundred inhabitants. It has three or four churches and good schools. Being surrounded by a rich fruitful country, it is a great shipping point for corn and wheat.

ST. CLAIR COUNTY

The stations hitherto, except Trenton, have all been in St. Clair county, which contains by the present census about 56,000 inhabitants. The county extends about forty miles up and down the river, and its mineral and agricultural wealth is equal to that of any county in Illinois. The timber and prairie land are about equally divided, and the soil of both is excellent.

HULL,

Four miles from Ironton, is a small town of four or five hundred population, mostly Germans.

BRESE,

Thirty-eight miles from St. Louis, named after Judge Breese of the Illinois Supreme Court, is a flourishing town of a thousand inhabitants. The town is surrounded by German settlements. It has two flouring mills, a machine shop, and is ornamented by a beautiful stone church, Catholic.

CARLYLE,

Forty-seven miles east of St. Louis, is the county seat of Clinton county, and stands on the right bank of the Kaskaskia river. The locality is good, being on the edge of a fine prairie where the land is quite rolling enough to ensure good drainage. The population of Clinton county is about seventeen thousand, that of Carlyle, not far from two thousand. There are in the town six churches, three fine schools, three or four hotels, twenty to thirty dry goods and grocery stores, the usual number of professional men, a Lodge of Masons, Odd Fellows and Good Templars. It has three planing and two saw mills. Lumber is quite an article of traffic, and much of the hard lumber used in St. Louis comes from Carlyle, being there sawed from logs that have been rafted down the Kaskaskia river.

COLLINS,

Fifty-one miles from St. Louis, is a small town of five or six hundred inhabitants surrounded by a fine country.

SANDOVAL AND ODIN,

The former at the crossing of the Illinois Central and the latter of the Chicago Branch of the same road, will be found fully noticed under the head of the Illinois Central Railroad.

SALEM,

The county seat of Marion county, is a pleasant town of some 15,000 inhabitants, and rapidly improving. Several brick blocks have been erected within a few years. It has four churches, a ladies seminary, and a number of good schools. Marion county has about two-thirds of its surface in prairie. The soil is rich, the population numbers about 25,000.

IUKA AND XENIA,

Two small stations, eighty-three and eighty-six miles respectively from St. Louis, are small but pleasant towns, surrounded by a fine country, and giving good promise of future growth and development.

FLORA,

A town of two thousand inhabitants, is in Clay county, ninety-five miles from St. Louis. At this point the Illinois, South Eastern Railroad crosses the Ohio and Mississippi. This road is already built from Springfield to Pana, and is to be completed to Shawneetown the present year. This is a good country of land, having more prairie than timber.

CLAY CITY,

Is also a flourishing town of about one thousand inhabitants, on the Little Wabash, just in the edge of the prairie. It possesses such characteristics as belong to all the small

towns in this rich country, and has its full share of clever people.

NOBLE,

Is another of the small but thriving towns on the line of the railroad. It is one hundred and nine miles from St. Louis, and contains about 800 inhabitants, having, besides the usual complement of churches, schools, &c., a first rate flouring mill.

OLNEY,

One hundred and seventeen miles east of St. Louis is the county seat of Richland county, and one of the most interesting and important towns on the line, of this road. The place has been built up by intelligent, enterprising people, and they have made their mark every where. Here you will find a school house that cost \$80,000, good churches, a national band, a Masonic lodge, chapter and commandery, planing mills, machine shops, wagon factories, furniture factories, with the usual number of business houses and of professional men. The county of Richland is properly named, and has very little poor land in any portion of it. The county is watered by the Wabash and its branches, and contains about 25,000 population. After this come in succession, the small stations of CLAREMONT, SUMNER AND BRIDGE-FORT,

Varying in their attractions, resource capabilities and future probabilities, but each making a centre of trade, for a greater or smaller scope of country.

LAWRENCEVILLE,

The county seat of Lawrence coun-

ty, is a small town of about one thousand inhabitants, on the Embarrass river, a branch of the Wabash. From this point to Vincennes, about nine miles, the road passes over Hillson prairie, the Wabash bottom, which the stage drivers in ante-railroad times, used to call purgatory.

As it is the intention of the author to write a more particular and faithful description of the whole line of this road, for the next edition of the Guide, he will not now attempt to give any account of Vincennes, as regards its present importance or the interest of its historical associations.

MEMORANDA.

MEMORANDA

MEMORANDA

MEMORANDA

MEMORANDA

MEMORANDA.

ROUTE NO. 7.

ILLINOIS CENTRAL RAILROAD.

This is one of the grandest railroad thoroughfares of the West. The main line, with its branches and dependencies, embraces more than a thousand miles of railway, penetrating some of the richest portions of country to be found in all the Western States and territories.

This was one of the first railroads of the country to receive a subsidy of public lands from the Government, and these have been so well managed in their sale and settlement, that they have added largely to the population and prosperity of Illinois.

RAILROAD LANDS.

In 1850, the General Government ceded a portion of the public lands, lying within the State of Illinois, and extending fifteen miles on each side of the track, to aid in the construction of a railroad from Cairo, in the extreme southern part of the State, to Dunleith, in the north-west, with a branch to Chicago, on the shore of Lake Michigan. The State transferred these lands to the Central Railroad Company on conditions which have been fully complied with. The Company expended \$30,000,000 in the construction of a railroad

through the State, as above described, and in erecting station-houses, warehouses, and other permanent improvements. The grant comprised 2,595,000 acres in alternate sections. This land had been for many years offered to purchasers at \$1.25 per acre, and, under the graduation laws, would soon have come into the market at a rate even lower than this. Immediately upon the Company undertaking to build the railroad, the Government advanced the price of the land it had reserved (the alternate sections) to \$2.50 an acre; and at this rate it met with a speedy sale. Thus the Government was an absolute gainer by the transaction, even in a monied point of view. With the projection of the railroad, new life and energy were given to the region through which it was to pass. The land was offered to settlers at a low price and upon easy terms; immigration was immediately attracted; the country, hitherto a wilderness, was put under cultivation; and there has followed an increase in population and material prosperity altogether unparalleled.

STATIONS AND DISTANCES.

| | | | | | |
|----------|-------------------------|-----|----------|-------------------|-----|
| 0..... | Dubuque..... | 191 | 167..... | Wenona..... | 288 |
| 15..... | Peosta..... | 177 | 178..... | Minonk..... | 278 |
| 28..... | Farley..... | 169 | 186..... | Panola..... | 270 |
| 29..... | Dyersville..... | 162 | 189..... | El-Paso..... | 266 |
| 37..... | Earlville..... | 155 | 198..... | Hudson..... | 257 |
| 41..... | Delaware..... | 151 | 207..... | Bloomington..... | 248 |
| 47..... | Manchester..... | 145 | 219..... | Heyworth..... | 237 |
| 54..... | Masonville..... | 138 | 225..... | Wapella..... | 231 |
| 61..... | Winthrop..... | 130 | 229..... | Clinton..... | 226 |
| 69..... | Independence..... | 122 | 238..... | Maroa..... | 218 |
| 78..... | Jesup..... | 114 | 246..... | Forsyth..... | 210 |
| 87..... | Raymond..... | 105 | 251..... | Decatur..... | 206 |
| 98..... | Waterloo..... | 99 | 261..... | Macon..... | 195 |
| 98..... | C. F. & M. Junct'n..... | 94 | 266..... | Moawequa..... | 189 |
| 106..... | Janesville..... | | 274..... | Assumption..... | 182 |
| 112..... | Waverly..... | | 283..... | Pana..... | 172 |
| 123..... | Nashua..... | | 290..... | Oconee..... | 165 |
| 129..... | Charles City..... | | 300..... | Ramsey..... | 155 |
| 139..... | Osage..... | | 313..... | Vandalia..... | 143 |
| 164..... | St. Ansgar..... | | 319..... | Shebonier..... | 136 |
| 99..... | Cedar Falls..... | 92 | 327..... | Patoka..... | 128 |
| 109..... | New Hartford..... | 82 | 337..... | Sandoval..... | 118 |
| 118..... | Parkersburg..... | 74 | 343..... | Centralia..... | 112 |
| 128..... | Aplington..... | 69 | 456..... | Cairo..... | 0 |
| 132..... | Ackley..... | 60 | 0..... | Chicago..... | 865 |
| 143..... | Iowa Falls..... | 49 | 14..... | Calumet..... | 851 |
| 157..... | Williams..... | 34 | 24..... | Thornton..... | 841 |
| 172..... | Webster City..... | 20 | 28..... | Matteson..... | 837 |
| 191..... | Fort Dodge..... | 0 | 29..... | Richton..... | 836 |
| 0..... | Dubuque..... | | 34..... | Monee..... | 331 |
| 0..... | Dunleith..... | 456 | 40..... | Peotone..... | 325 |
| 8..... | Menominee..... | 447 | 47..... | Manteno..... | 318 |
| 17..... | Galena..... | 439 | 56..... | Kankakee..... | 309 |
| 24..... | Council Hill..... | 432 | 57..... | Sacramento..... | 306 |
| 29..... | Scales Mound..... | 426 | 64..... | Chebanse..... | 301 |
| 38..... | Apple River..... | 418 | 69..... | Clifton..... | 296 |
| 44..... | Warren..... | 412 | 78..... | Ashkum..... | 292 |
| 47..... | Nora..... | 408 | 77..... | Danforth..... | 288 |
| 55..... | Lena..... | 400 | 81..... | Gilman..... | 284 |
| 60..... | Eleroy..... | 396 | 85..... | Onarga..... | 280 |
| 68..... | Freeport..... | 388 | 88..... | Spring Creek..... | 277 |
| 80..... | Foreston..... | 375 | 98..... | Bulkley..... | 272 |
| 85..... | Haldane..... | 371 | 99..... | Loda..... | 266 |
| 90..... | Polo..... | 366 | 103..... | Paxton..... | 262 |
| 96..... | Woosung..... | 359 | 109..... | Ludlow..... | 256 |
| 103..... | Dixon..... | 352 | 114..... | Rantoul..... | 251 |
| 115..... | Amboy..... | 340 | 128..... | Champaign..... | 237 |
| 123..... | Sublette..... | 333 | 137..... | Tolono..... | 223 |
| 131..... | Mendota..... | 324 | 142..... | Pesotum..... | 223 |
| 144..... | Coal Track..... | 312 | 150..... | Tuscola..... | 216 |
| 147..... | La Salle..... | 309 | 158..... | Okaw..... | 207 |
| 156..... | Tonica..... | 299 | 164..... | Milton..... | 201 |
| | | | 173..... | Mattoon..... | 192 |

| | | |
|----------|------------------|-----|
| 179..... | Etna..... | 186 |
| 185..... | Neoga..... | 180 |
| 191..... | Sigel..... | 174 |
| 199..... | Effingham..... | 166 |
| 206..... | Watson..... | 159 |
| 212..... | Mason..... | 153 |
| 215..... | Edgewood..... | 150 |
| 223..... | Farina..... | 142 |
| 229..... | Kinmunday..... | 136 |
| 239..... | Tonti..... | 126 |
| 244..... | Odin..... | 121 |
| 253..... | Centralia..... | 112 |
| 259..... | Irrington..... | 106 |
| 263..... | Richview..... | 102 |
| 266..... | Ashley..... | 99 |
| 274..... | Dubois..... | 91 |
| 280..... | Tamaroa..... | 85 |
| 289..... | Du Quoin..... | 76 |
| 302..... | De Soto..... | 63 |
| 308..... | Carbondale..... | 57 |
| 317..... | Makanda..... | 48 |
| 323..... | Cobden..... | 42 |
| 329..... | Jonesboro..... | 36 |
| 341..... | Wetaug..... | 24 |
| 345..... | Ullin..... | 20 |
| 349..... | Pulaski..... | 16 |
| 353..... | Villa Ridge..... | 12 |
| 357..... | Mounds..... | 8 |
| 365..... | Cairo..... | 0 |

CAIRO,

The southern terminus of the Illinois Central Railroad, at the junction of the Ohio and Mississippi Rivers, is a point of the first commercial, geographical, and strategical importance. It is 365 miles south from Chicago, 522 south-west from Cincinnati, 175 south-east from St. Louis, and about 1,000, by the course of the river, north from New Orleans. From the period of the establishment of steam navigation on the Western rivers, this delta was marked as an eligible site for a city, but the local disadvantages were too great for private enterprise to overcome, and the early history of Cairo is the history of many signal and lamentable failures. Its prosperity dates from the opening

of the Illinois Central Railroad. The construction of levees to protect the city from inundation, the building of warehouses, and indeed the creation of business—these undertakings of the Railroad Company are the auspicious circumstances which combined to make Cairo a centre of traffic. The first train of cars reached Cairo on the 7th of August, 1855, and since that time the progress of the city has been steady and onward. In 1850, it contained 242 inhabitants. It was incorporated in 1856, and now has a population of more than 12,000. Every steamer plying between St. Louis, Cincinnati, Louisville, or Pittsburg, and the southern towns on the Mississippi River, must necessarily stop at Cairo, and land and receive passengers, freight, and supplies. During the last year, 4,838 steamboats touched here. Large and handsome buildings have been recently constructed by the General Government, and the County (Alexander) of which Cairo is the shire town. The U. S. Government is now erecting a building of cut stone, to cost \$200,000, for the use of the Custom House and the Post Office. There are ten churches in the city; to wit: two Roman Catholic and two African, and one each Episcopal, Baptist, German-Lutheran, Methodist, Christian, and Presbyterian. The public schools are justly the pride of the city and the admiration of strangers. The total number of business and trading houses is 256, which includes two banks and two insurance companies. In addition to the extensive depots of the Railroad Company, there are five large grain warehouses and one grain-elevator. The "press" consists of the

daily and weekly "Democrat" and the weekly "Times." There are two dry docks, and a number of manufacturing concerns, among which are two flouring-mills, two saw-mills, three machine-shops, two foundries, two planing and sash mills, two breweries, two barrel factories, two tobacco-factories, and cotton gins and presses, &c., &c. Twelve doctors and fifteen lawyers, represent the medical and legal professions.

MOUND STATION,

Eight and one-half miles north of Cairo, is connected with Mound City, a busy place of 2,000 inhabitants, by a railway three miles in length. There are freight and passenger houses here erected by the Illinois Central Railroad Company, and some business is done in the lumber-forwarding way.

VILLA RIDGE.

This station has three hotels, six stores, three brickyards, two blacksmith shops, three saw-mills in the vicinity, one church, one schoolhouse, one broom factory, one shingle and furniture factory, one drug-store, &c. The name was suggested by the character of the surrounding country, which consists of a ridge, or series of ridges, extending from a point four or five miles west of the railroad eastward to the Ohio River, at Caledonia, and thence up the river indefinitely. The soil is fertile; and this station being in the neighborhood of hills, has attracted to itself much attention as a desirable place for the extensive cultivation of fruit, and quite a number of persons, representing almost every State in the Union, are largely engaged in that pursuit. This valley, between the Ohio and Mississippi, is unsurpassed for horticultural purpose. Coal

abounds; and tobacco, cotton, and sorghum are very profitably and extensively cultivated. The country is rapidly growing in population, and many improvements are in progress.

PULASKI,

Situated sixteen miles north of Cairo, has 300 inhabitants. In this place there are three stores, a blacksmith shop, two brickyards, and a schoolhouse, which is used also as a house of worship.

A large lumber business is carried on here; and six saw-mills are kept running, cutting all kinds of plow and wagon stuff, besides common lumber for building, fencing, and other purposes.

Both the soil and climate are well adapted to the raising of early fruits and vegetables. During the last year, 85,000 fruit-trees and fifteen acres of strawberries were planted, and in the same period ten new farms were opened.

ULLIN,

Twenty miles north of Cairo, has a population of 300, mainly engaged in the lumber business. There are three saw-mills here, making about six million feet of poplar, oak, and cypress lumber annually; besides which large quantities of cypress shingles are rived and shaved by hand.

WETAUG,

Twenty-four miles north of Cairo, has 250 inhabitants. A large lumber trade is carried on in Wetaug. Here are two churches (Luthern and German Reformed), two schools, two stores, one hotel, three saw-mills, one blacksmith-shop, one cooper-shop, two carpenter-shops, and one wagon-shop.

DONGOLA

Is situated twenty-seven miles north of Cairo, and contains 1,000 inhabi-

tants. Three years ago the population did not exceed 300. Dongola is in the heart of the fruit region, and the cheapness of the land attracts numbers who purpose engaging in fruit culture in Southern Illinois. The land is also esteemed excellent for tobacco, cotton, and wheat. It is high and rolling and heavily timbered. Twelve new farms were put under cultivation last year, and in the same time fifty acres were planted to strawberries, and six thousand peach and pear trees set out. The business of the place keeps up seven dry-goods stores, one hardware-store, two drug-stores, millinery-store, hotel, saddle and harness shop, livery stable, photographic gallery, two black smith and wagonshops, three shoe-shops and six cooper-shops.

JONESBORO',

County seat of Union County, 329 miles from Chicago, and 36 from Cairo, contains a population of about 2,500.

Here are two Methodist, one Presbyterian, one Roman Catholic, and two Baptist churches; two public school-houses, and several private schools, with an attendance altogether of 578 children. Twelve handsome residences were built the past year, and the town is prospering finely. The surrounding country is peculiarly adapted to the cultivation of fruit; 50,000 trees were planted during the last year. The peach attains a high degree of perfection.

The culture of cotton is also assuming some importance. In the town there are four flouring-mills; fifteen dry-goods stores; seven retail groceries; nine blacksmith-shops, three hotels; a printing office, issuing "The Jonesboro' Gazette." three drug-stores;

five boot and shoe shops; two saddlery-shops; two jeweller-shops; four millinery-shops; one steam barrel-factory, turning out 400 barrels a day, two lime-kilns, making 850 barrels of lime per day; one drain-tile factory, which makes a superior article of tiles; a pottery, the largest in Southern Illinois; two tan-yards; one agricultural-implement warehouse; two tobacco-factories; one saw-mill; five cooper-shops; two livery-stables; two lodges of Free-Masons, two of Odd Fellows, and one of Good Templars.

CORDEN

(P. O. South Pass), 323 miles south from Chicago, and 42 north from Cairo. A flourishing town has grown up around this station within the past five years. This has been caused by the development of the fruit-growing facilities of the neighborhood. The high lands which prevail here are particularly adapted to the growth of peaches, apples, pears, grapes, and small fruits; and the climate is so mild that many who were invalids in colder localities have regained their health here. In 1865 the carefully-prepared statistics of the "Fruit-Growers Association of Southern Illinois," showed 147 acres of strawberries in bearing, and 280,825 fruit-trees planted; it is safe to say that there are now 800 acres of strawberries, and 400,000 trees (apples, pears, and peaches).

MAKANDA

Is situated between two romantic, rocky bluffs, 48 miles north of Cairo. The land in this vicinity is well adapted to almost all descriptions of farming, but more particularly to fruit-growing. It

is estimated that there are more than 250,000 peach, apple, and pear trees, and the greater part of them now in bearing order, and about two hundred acres of strawberries, and other fruits in less amount, within two and a half miles of the station. There are several vineyards of from five to fifteen acres each. Sweet potatoes and tomatoes are extensively cultivated. The Company's land is being rapidly settled upon by industrious and intelligent families from the North and East. Land set with fruit-trees commands a high price. The peach crop in this vicinity is almost a certain one.

CARBONDALE

is a rapidly improving town, 57 miles north from Cairo; estimated population, 2,500. It has three flouring-mills, three carding-machines, twelve cotton-gins, nine dry-goods stores, eleven grocery-stores, four drug-stores, two furniture-stores, four grain warehouses, one agricultural-implement store, two tin-ware and stove stores, five black-smith-shops, two hotels, one printing-office, issuing "The New Era" newspaper, five churches, and schools for seven hundred children. Among the leading productions of the place are cotton and tobacco. The shipments of cotton in 1886 amounting to 3,000 bales of 400 pounds each. One-fourth of all the tobacco grown in Illinois is sent to market from this station.

DE SOTO,

63 miles north of Cairo, is a thriving business-place of about 800 inhabitants. It has three churches, two schoolhouses, a printing-office, seven stores, one hotel, two flouring-mills, one woollen and carding factory, and nine mechanic

shops. Ten thousand fruit-trees were planted, and six new farms opened in this vicinity last year. The county is adapted to the cultivation of all kinds of fruits, and particularly apples, peaches, and strawberries.

DU QUOIN,

288 miles from Chicago, and 77 above Cairo, has a population of about 4,500, and is rapidly growing. Fifty new brick and frame buildings, stores, etc., were erected the last year. The place contains a foundry, a machine-shop, a planing mill, two flouring-mills, a wood-turning shop, four black-smith and four wagon shops, cigar manufactories, fifteen general stores, one wholesale and six retail groceries, four drug-stores, four clothing-stores, four boot and shoe-stores, four millineries, two hardware-stores, two book and stationery stores, four hotels, one furniture-store, three lumber-yards, two bakeries and flour and feed stores, and one printing-office, publishing a weekly paper, "The Recorder and Tribune." There are five school-houses; one costing \$25,000; for a graded school, recently completed, is now in operation. The Christian and Presbyterian Churches are of wood, and the Baptist and Methodist societies have each neat edifices of brick. The country around Du Quoin is prairie, with strips of woodland, and is exceedingly fertile. The winters are mild and pleasant, with very little snow. Great attention is paid to the cultivation of fruit, especially the peach. In the season of 1886, over 65,000 boxes, or 22,000 bushels, were sent northward. One cotton-gin is in operation, and, in 1887, over 500 bales of cotton were shipped

from this station. The raising of sorghum is also an important branch of industry; but the largest business is in coal,—9 mines are in operation, and about 100,000 tons were mined in the last year. Tobacco is a staple article of all this region, as many as half a million pounds being shipped from here in a single season.

ST. JOHNS,

78 miles north of Cairo, has about 800 inhabitants. The chief business of the place is mining coal, 17,000 tons of which were sent away by the railway in 1867. At this station there is a store of general merchandise, a warehouse, hotel, flouring-mill, sorghum-mill, blacksmith's shop, and a school, with an attendance of about 100 children.

TAMAROA,

85 miles north of Cairo, is a busy, prosperous town of 1,000 inhabitants.

A large business in coal is transacted here: two mines have been opened, from which are raised three hundred tons per day, the coal being of a very superior quality. Fruit-trees thrive well, and several thousand were planted during the last season. The Methodists have a church here, and two other societies—Baptist and Presbyterian—hold meetings in the schoolhouse. Here are five large and well conducted schools, two hotels, two hardware-stores and tin-shops, two drug-stores, six stores of general merchandise, book-store, clothing-store, three blacksmith-shops, two wagon-shops, two furniture-shops, three lumber-yards, harness-factory, flouring-mill, carding-machine, &c.

DUBOIS,

19 miles north of Cairo, is in a region where the prairie and the wood-land

are about equal. In this section are some of the best fruit-lands in southern Illinois. It is on the northern boundary of the great coal-field. The Railroad Company has many excellent tracts of land in this neighborhood still unsold. Many improvements have been recently made in the county adjacent to this station. During the last year thirty new farms were opened,—mainly fruit-farms—and about 5,000 fruit-trees were set out. The present population of Dubois is 500.

ASHLEY,

99 miles north of Cairo, is pleasantly situated on a gently rolling prairie which is watered by many small streams.

The population is about 1,500. It is a place of considerable trade, and has thirteen stores for the sale of almost every description of merchandise, four hotels, three flouring-mills, one woollen-factory, one agricultural-implement factory, one saw mill, four blacksmith-shops, four wagon-shops, and four lumber yards. There are three churches (one Baptist and two Methodist,) and a large public-school building, accommodating four schools.

RICHVIEW,

102 miles north of Cairo, has a population estimated at 1,500. Within the last twelve months more than twenty new farms have been opened in this vicinity by men who intend making fruit the principal crop. 170,000 fruit-trees have been set out, the half of which are in bearing. This is one of the best shipping points on the line of the road; and more business is done here than in some places having double the population. The society in the town and vicinity is excellent; the land

is considered equal in fertility to any in the State; and altogether it is a very prosperous neighborhood.

IRVINGTON,

6 miles south of Centralia, is situated in the centre of the richest farming prairie in Southern Illinois. Improved farms are selling in the vicinity at high figures. The Illinois Agricultural College is located here. The farm connected with this college, nearly a section of land in extent, lies west of the town and adjacent to the station. This is destined to be a leading place for trade in fruit,—peaches, strawberries, and grapes. It is estimated that 8,000 trees and eight or ten acres of strawberries were set last season. Irvington has a healthy location, is a place of good society, and superior educational and business advantage. The shipments of flour last year amounted to 8,354 bbls; of wheat, 4,800 bushels; and of oats, 8,600 bushels.

CENTRALIA,

253 miles south from Chicago, and 121 miles north from Cairo, at the junction of the Chicago Branch with the main line of the Illinois Central Railroad, is a thriving city of 5,000 inhabitants. It is located in the centre of a good farming district, and has the trade of a large section of country. It contains eight churches—Lutheran, Presbyterian, Methodist, Christian, Roman Catholic, Episcopal, and two Baptist; two large and three small schools, two weekly newspapers, five hotels, one plane-factory, two wagon-shops, and fifty stores of all descriptions. The Railroad Company have an extensive machine-shop and foundry here. A good deal of attention is given to the cultivation of fruit,

and large shipments were made in the season of '67,—by the fruit train upwards of 800 tons, and by express 600 tons, principally peaches for the Chicago market.

CENTRAL CITY

is situated northward of Centralia, something less than two miles distant, and is a steadily-growing place, at this time having a population of 1,000. Fifteen new farms were opened last year, and 22,000 fruit-trees and 100 acres of strawberries planted.

ODIN,

at the intersection of the Chicago Branch of the Illinois Central with the Ohio and Mississippi Railroad, is 224 miles south of Chicago, 121 miles north of Cairo, and 65 miles east of St. Louis. The location of Odin gives it the command of four markets,—Chicago, St. Louis, Cincinnati, and Cairo,—making it one of the best shipping points in Southern Illinois. The hay-trade is important, the shipments ranging from 1,000, to 1,500 tons per annum. The population of Odin is about 1,500, and is steadily increasing, and the place shows every sign of a prosperous inland town. There are in this place four churches—Roman Catholic, Presbyterian, Episcopal, Methodist, and the Protestant Methodist, and the building of another is contemplated by the sect called Christian,—two schools, thirty-five stores of one description and another, four large hotels, one first-class grist-mill, one planing mill, and four carriage and wagon factories.

FOUNT

is 5 miles north of Odin. At present there are no dwelling-houses just around the railway station, but a store

is now in course of erection, and several other buildings will be put up during the coming year. In this neighborhood fruit seems to do well, and there are a number of fine orchards (both apple and peach) in bearing condition. During the last season 28,000 boxes of peaches were sent to market from this station. Salem (the county-seat of Marion County), situated three miles south-easterly from Tonti, has a population of 2,000 and is rapidly improving. It now contains four churches, a female college, and other schools; two newspapers twenty stores, two hotels, two lumber-yards, two flouring-mills, two sugar mills, and two saw-mills. The court-house, a spacious, high building, was built four years ago.

ALMA,

10 miles north of Odin, is a place of about 200 inhabitants. It is situated in the midst of fine rolling prairie, and the country around is well settled up. The place contains three stores, two blacksmith-shops, two carpenter-shops, one wagon-shop, one saw mill, and a school-house which receives 125 scholars. There are ten peach-orchards, having upwards of 300 acres in trees, within two miles of the town. Large quantities of small fruit are sent to market from this place.

KINMUNDY,

15 miles north of Odin, is a thriving town of 2,000 inhabitants, having a good country trade, and growing as rapidly as any place in this section of the State. Upwards of fifty houses were erected last year. The land in this vicinity is highly esteemed for wheat, and for fruit is especially productive, 200,000 fruit-trees already in bearing. With-

in a mile and a half of the station are two good nurseries. Kinmundy contains three churches, having houses of worship—Methodist, Cumberland Presbyterian, and Congregational—and a Baptist society has also been organized; a graded school (a first-class building), of 600 scholars, and select schools; twenty-three stores, to wit: ten dry-goods, four grocery, two drug, two hardware, two furniture, two fancy-goods, and one book store, two hotels, two combined grist and saw mills, an extensive tobacco-factory, two lumber-yards, a woollen-factory, several sorghum-mills, and mechanics's shops—blacksmith's, carpenter's, cabinet-maker's, cooper's, wagon and harness maker's, etc. A large four-story brick flouring-mill was erected last summer.

SANDOVAL

is at the crossing of the Main Line of the Illinois Central and the Ohio and Mississippi Railroads. The country round about is rapidly settling up, no less than seventy new farms having been opened last year. At this time, the town has 1,000 inhabitants and 300 houses. It is estimated that there are 40,000 fruit-trees growing in the vicinity of Sandoval. At the station there are two churches, and religious services are also held in two halls; two schoolhouses—one brick, recently constructed at a cost of \$8,000; seven stores, four hotels, one flouring-mill eleven mechanic shops, and two grain-warehouses. Distance from Chicago, 250 miles, and from St. Louis, 61 miles. The Ohio and Mississippi Railroad Company have an engine-house and shops at this place, which give employment to many mechanics.

PATOKA,

13 miles north of the junction of the Branch and Main Line. Population, 354. The town contains one steam flour-mill, two steam saw-mills, blacksmith shop, wagon-shop, two carpenter-shops, harness-shop, hotel, shoe-shop, five dry-goods stores, two drug-stores, and a family grocery.

PARIWA,

is 223 miles south of Chicago, and 29 miles north of Centralia. One large brick store and a number of dwelling-houses were built last year, and the prospects of the place are growing better, year by year, as the country around is settled up. At the station, there are three grain warehouses, one hotel, four stores, a merchant tailor's shop, three blacksmith-shops, hardware-store, flouring-mill, carding-machine, and hay-press. There is a brisk trade carried on in corn, wheat, sorghum, and hay.

LACLEDE,

4 miles south of Edgewood, is a recently established station; and, at the present time, contains 82 dwelling-houses and about 200 inhabitants. The village has a church, schoolhouse, three stores, blacksmith-shop, plow-factory, wagon-shop, flouring-mill, and saw-mill. During the last year forty-seven new farms were opened, and 31,700 fruit-trees planted within a radius of three miles from the station.

EDGEWOOD,

215 miles south of Chicago, is a place of about 800 inhabitants, and contains three grain warehouses, a flouring-mill, hotel, three blacksmith-shops, six stores of various kinds, harness-shops, and two shoe-shops and two cooper-shops.

MASON,

212 miles south of Chicago, is a thriving place of nearly 800 inhabitants. It is situated on an elevated portion of a beautiful rolling prairie, timber of various kinds plentiful and close at hand, and water in an abundant supply. This locality is remarkably healthy, and the surrounding country is well settled with an enterprising class of people from the Eastern and Middle States. Two railroads have been lately chartered—one leading from Shawneetown to a point near Mason; and another, from St. Louis to Terre Haute, is already graded to Vandalia—and it is confidently expected that both will strike this town, making it an important railroad centre.

WATSON,

206 miles from Chicago, is in a healthy district, and is slowly but steadily improving. Many settlers from Ohio are located in the vicinity. The soil is good,—well adapted to fruits of all kinds, wheat and vegetables. Ten thousand fruit-trees were planted last year.

SHOBONIER,

61.2 miles south of Vandalia. The farming land in this vicinity is being rapidly settled upon by an enterprising and industrious class of inhabitants, and is steadily rising in value. Among the settlers are many educated Germans. During the last year twenty-two new farms were opened in the vicinity of this station, and 20,000 fruit-trees planted.

VANDALIA,

the county-seat of Fayette County, is on the Main Line of the Illinois Central Railroad, twenty-eight miles above the junction with the Chicago Branch, and 237 miles from Chicago. The popula-

tion of the place is about 2,500. It contains two flouring-mills, a foundry, two woollen-mills, and other manufacturing establishments of various kinds, thirty stores of all descriptions, and four hotels. There is an excellent graded school, with 200 pupils. Here are five churches — Presbyterian, Methodist, German Lutheran, Roman Catholic, and German Methodist. Two newspapers are published here — "The Fayette Democrat" and "The Vandalia Union." The town is beautifully situated on rising ground, surrounded by wooded hills. Early settled, and formerly the capital of the State, it languished upon the removal of the seat of government to Springfield, but has recently started fresh, and is now likely to become one of the more important towns of the State.

VERA,

is a new station, 5 miles north from Vandalia. Some of the best farms in Fayette County are situated in this neighborhood. The population of the village at the railway station is about 100, and there is a good schoolhouse, two stores, one hotel, one fine steam flour-mill, two steam saw-mills, blacksmith-shop, wagon-shop, and broom-factory.

RAMSEY,

Thirteen miles north of Vandalia, is a village of 130 houses and 500 inhabitants, situated in a small prairie, and surrounded by a large scope of well-timbered land. The surface is level, and the soil well adapted to the raising of fruit and vegetables. The prospect for future growth and prosperity is encouraging. In this place there are two churches (Methodist and Missionary Baptist), two schools with

an aggregate of 160 pupils, one hotel, one grist-mill, one grist and saw mill combined, six stores, three carpenter shops, one wagon-shop, two blacksmith shops, one gunsmith-shop, two cooper shops, and a steam flouring-mill.

OCOONEE

Seven miles south of Pana, has been incorporated by the Legislature, and is now a town of one square mile in extent. About sixty new farms were opened last year, a majority of the settlers being Germans. The level and rolling prairie lands are interspersed with groves of timber, and are well watered. The climate and soil are well adapted for fruit, and much attention is given to this branch of agriculture. Within the last twelve months, 100,000 peach-trees, 10,000 apple-trees, 5,000 pear-trees, 2,000 cherry-trees, and 1,000 quince-trees were set out.

PANA.

Is situated at the intersection of the Main Line of the Illinois Central with the Terre Haute, Alton, and St. Louis Railroad, 220 miles south-east of Chicago, and 95 miles north-east of St. Louis. A railroad is also in progress to Springfield, the capital of the State. The population, by census taken in October, 1871, is 8,100. Two hundred dwelling-houses were erected last year, and also many costly brick stores. A new public school building has just been completed at a cost of upwards of \$30,000. The Methodist, Baptist, Lutheran, Presbyterian, and Roman Catholic denominations have each their houses of worship. Here, too, is one of the finest hotels in Southern Illinois, built and furnished at an outlay of \$75,000. There are sixty stores and business-houses in op-

eration, and a number of steam-mills,—to wit, two flouring-mills, one woollen-mill, one sash and door factory, and one furniture-factory, and also a grain elevator, which is worked by steam-power.

ASSUMPTION,

Nine miles north of Pana, has 150 houses, and 800 inhabitants. It has two churches—Presbyterian and Roman Catholic; two schools, one hotel, steam flouring-mill, five grain warehouses, three wagon and plow factories, four blacksmith shops, two boot and shoe shops, and twenty-two stores of one kind and another. The business of this prosperous little town has rapidly increased in the last three years. The soil and climate are adapted to the growth of all kinds of grain and fruit.

MOAWEEQUA,

In Shelby County, 15 miles south of Decatur, and 188 miles from Chicago (via the Illinois Central and Great Western Railroads), contains 150 dwelling-houses, and 700 inhabitants. The Methodists have a meeting-house, and three other religious sects—Presbyterian, Baptist, and Christian—are arranging to build places of worship at an early season. A large brick school-house, built at a cost of \$7,000, has just been completed. At this station there are four dry-goods stores, four groceries, six mechanics-shops, steam flouring-mill, saw-mill, and a hotel.

MACON,

10 miles south of Decatur, is situated on the fertile ridge which extends along the south side of the Sangamon from Springfield to Tolono. This ridge is as good wheat land as any in the State,

and second to no other locality in its adaption to other grains cultivated in Illinois. During the year 1867, over sixty new farms were opened out in this vicinity, and four nurseries started to supply the constantly increasing demand for fruit and ornamental trees and hedges. At the present time Macon contains 160 dwelling-houses (40 of which have been erected in the past season) and 1,000 inhabitants.

WHEATLAND,

6 miles south of Decatur, has 160 inhabitants, the township containing a population of 1,000. The farming lands are well watered, near to timber, and equal in fertility to any in the State. Improved farms sell readily at from \$40 00 to \$80 00 per acre. About 7,000 fruit-trees were planted during the last season. At this station there is a warehouse with steam corn-sheller, and elevators capable of handling 4,000 bushels grain per day, two stores of general merchandise, a blacksmith-shop, and a wagon shop.

DECATUR,

the capital of Macon County, is situated at the intersection of the Illinois Central and the Great Western Railroads, 108 miles south-west of Chicago, 204 miles north of Cairo, and 40 miles east of Springfield, the seat of government of the State. It contains 9,500 inhabitants, and is incorporated as a city.

The place has largely increased in business, wealth, and population within the last few years; and, indeed, all its prosperity dates from the building of the Illinois Central Railroad. The country is watered by the Sangamon and its branches; the soil being of extraordinary fertility, producing large

crops of Indian corn, wheat, barley, flax, sorghum, timothy, clover, potatoes, &c.

Here are two excellent high schools, a female seminary under the charge of Rev. Dr. Totten, rector of the Episcopal church, and a goodly number of public schools of lower grade. About twenty new mercantile establishments, mostly wholesale, a paper-mill, and an extensive broom manufactory, are now in successful operation. There are ten hotels in Decatur, four printing-offices, three weekly newspapers, and three banks.

FORSYTH,

5 miles north of Decatur, is a small town, where considerable business is transacted. Situated in the midst of a good farming country, it is a convenient shipping point. Corn is the main crop, an average of 100,000 bushels per year being sent forward to market.

Many new farms and orchards have been recently started, and almost all the land in the vicinity has been taken up and fenced.

MAROA,

13 miles north of Decatur, contains about 1,000 inhabitants. It has three churches, twenty-five stores of various kinds, a large steam grist-mill, an extensive hay-pressing concern, and two lumber-yards. There is a large brick-schoolhouse in which four schools are taught. A good business is done in hay and grain. The surrounding country has increased largely in population within the last three years, and many fine farms have been started.

CLINTON,

the county-seat of De Witt County, is situated midway between Decatur and

Bloomington, 174 miles from Chicago. Estimated population of the town, 4,000. Great progress has been manifested in this neighborhood during the past year. Here are four churches,—Presbyterian, Baptist, Methodist, and Christian,—the Baptist erected quite recently, at a cost of \$6,000. There are a number of excellent public schools, and artisans and professional men to meet the wants of the community. The manufacturing interest embraces two flouring-mills, one carding-mill, one planing-mill, one broom-factory, one plow-factory, two carriage-factories, two establishments for working marble, four wagon-shops, two saddle and harness shops, and three boot and shoe shops. There are about thirty stores for the sale of dry-goods, groceries, clothing, drugs, furniture, hardware, etc., as well as a printing-office, two hotels, and charitable associations of Masons, Odd Fellows, and Good Templars.

WAFELLA,

18 miles south of Bloomington, is a prosperous village of 700 inhabitants, in the centre of one of the most fruitful sections of the State. New farms are being opened almost daily, and improved farms are held at from \$35 00 to \$50 00 per acre. There are indications that all this district is underlaid with coal. The place contains three churches (Roman Catholic, Methodist, and Christian), schoolhouses, four dry goods stores, three grocery stores, drug store, two hotels, two lumber yards, three blacksmith shops, two wagon shops, two shoe shops, and one millinery shop.

HEYWORTH,

11 miles south of Bloomington, is sit-

uated in a fruitful district, and has a population amounting to nearly 1,000. Twenty new farms were opened in the vicinity of Heyworth last year; the wool-clip was equal to 10,000 fleeces; and 5,000 fruit trees were planted. There are in this place two churches (Methodist and Presbyterian), a graded school with 400 pupils in attendance, three dry goods stores, two drug stores, two boot and shoe stores, two hardware stores, one variety and five grocery stores, one hotel, one steam saw mill, three warehouses, one steam elevator, two blacksmith and three wagon shops, and one lumber and coal yard.

RANDOLPH,

5 1-2 miles south of Bloomington, is a small station, but having a fine prospect of presently becoming a town. There are two grain warehouse, with elevators, close to the station; and also three corn shellers, one hay press, a mattress factory, a grocery store, and a few dwelling houses.

BLOOMINGTON,

the county seat of McLean County, 125 miles south-west of Chicago, is a city of 14,000 inhabitants. Two railroads connect here with the Illinois Central; to wit: the Chicago, Alton and St. Louis Railroad, and the St. Louis Jacksonville and Chicago Railroad. Another railroad—the Danville, Urbana, Bloomington and Pekin Railroad—in process of construction; and still another—the Lafayette, Bloomington and Mississippi Railroad—is now being surveyed. Some noteworthy improvements have been completed during the last year,—a Unitarian church, market house, hermetical fruit-house, schoolhouse (cost-

ing \$30,000), flouring mill, grain elevator, amphitheatre, opera house, etc. These are all large buildings, suited to the wants of a rapidly growing city. Extensive gas-works have been constructed, and a new steam fire engine put in operation. The Chicago, Alton and St. Louis Railroad Company have lately erected several very fine stone buildings for work-shops. They cover an area of thirteen acres. The work of macadamizing the principal streets has been undertaken, and will be continued during the present year. Wholesale houses of various kinds are established, and their increasing business with the villages along the lines of the several railways gives flattering prospects for the future of Bloomington. But, rapid as has been the growth of the city, it scarcely keeps pace with that of the surrounding country. Farmers from all parts of the Union are making their homes here, and all the wild land is being rapidly brought under cultivation. The business of stock-growing is largely increasing. The region is distinguished for the production of hay, which is of the very best quality; several hay presses are employed. The city has some excellent public schools, and no expense is spared to make them equal to the best in the country; also two private boarding schools for girls, and a Catholic seminary, under the charge of the Sisters of Charity. There are two daily newspapers, six hotels, three banks, two iron foundries and machine shops, five steam flouring mills, soap and candle factory, woollen mill, two planing mills, two plow factories, sash and blind factory four wagon factories, and stores

and mechanics' shops of all descriptions, suited to the wants of the place.

NORMAL,

At the intersection of Chicago and St. Louis, and the Illinois Central Railroads is two miles north of Bloomington with which city it is connected by a street railway and a plank walk.

Here are located the State Normal University, and the Soldiers' Orphans' Home. Normal has about 2,000 inhabitants, exclusive of the pupils in the university. There are three churches (Baptist, Methodist, and Congregational), erected within the last three years, at a cost of \$50,000, and a school-house. Two newspapers are published, "The Index," and "The Gazette," and united with the University are two literary societies and two libraries. There are two hardware-stores, two groceries, a drug-store, book-store, dry-goods store, shoe-shop, blacksmith-shop, two wagon-shops, three carpenter-shops, two bakeries, livery-stable, and one flouring-mill. On every side stretch the nurseries,—the largest in the State,—and the farms used for the propagation of hedge-plants. There are also two coal mines in operation.

HUDSON,

Nine miles north of Bloomington, contains two churches (Methodist and Baptist), a school-house, two grain-elevators, one of which is worked by steam-power, three stores, two blacksmith-shops, two wagon-shops, two shoe-maker shops, and one saddle and harness shop. The present population of the place is 300.

KAPPA,

four miles south of El Paso, has

improved materially within the last year. The town is within half a mile of the Mackinaw River. Population, about 850. The public school has 80 scholars. Kappa has three stores of general merchandise, a flouring-mill, sorghum-mill, saw-mill, grain warehouse, two blacksmith-shops, and two wagon-shops.

EL PASO

Is situated at the intersection of the main line Illinois Central, and the Toledo, Peru and Warsaw Railroads, 150 miles from Chicago. At the present time it contains 3,500 inhabitants, and is growing more rapidly than almost any other place on the line. There are eight churches,—Baptist, Methodist, Presbyterian, Congregational, Roman Catholic, Campbellite, and Dutch Reformed. El Paso has two very fine schoolhouses, and another will be erected during the coming summer. The town contains a large steam flouring mill, which was during the past year enlarged to double its former capacity, two agricultural implement manufactories, a steam planing mill, six grain warehouses (one with elevator worked by steam power), one iron foundry, two hotels, and about one hundred stores. The surrounding country is settling up very rapidly; it is considered the finest corn land in the State of Illinois. A company is now prospecting for coal, and with good indications of success.

PANOLA,

Twenty-one miles north of Bloomington. Population, of the village, 160.

There are three grain warehouses here, two of them with horse power

elevators, four stores, hotel, hay press, blacksmith shop, wagon shop, and broom factory.

The oldest settlers were principally from Pennsylvania and Ohio; many of the new settlers are from the New-England States. A vein of coal 6 1-2 feet seam, recently discovered by boring, is developing by sinking a shaft

MINONK,

Is situated 29 miles north of Bloomington. Population according to the last census, 1,500. The place is growing steadily, and already has six churches, — Presbyterian, Baptist, Methodist, Christian, Roman Catholic, and Lutheran. Much interest is taken in education. A large and very fine school-house has been built, sufficiently commodious for 600 scholars. A coal shaft has been sunk, and will be operated this spring. Minonk has one small and three large grain warehouses, planing-mill, large grist-mill, two agricultural warehouses, hotel, etc. This town is situated in the centre of one of the largest prairies in the State and the surrounding country is becoming rapidly settled up by an enterprising set of people.

RUTLAND,

has 700 inhabitants, principally from Vermont. Here are four churches, — Congregational, Methodist, Second-Advent, and Baptist; a school-house, costing \$7,000, two flouring-mills, two grain-elevators, four dry-goods stores, one drug-store, two black-smith-shops, two wagon-shops, and a hotel. Underlying the soil, white limestone is found, and mineral paint of good quality. An enterprising company is at work develop-

ing the coal-bed which geologists affirm exists at no considerable distance under the town.

WENONA,

20 miles south of La Salle, at the junction of the Ottawa, Oswego and Fox River Valley with the Illinois Central Railroad, has a population of 1,600; It is a prosperous town, and has a large trade with the surrounding country, which was early settled by people from New England and Ohio. This region produces large numbers of horses, cattle, and hogs. There are in this town five churches, — New-School Presbyterian, United Presbyterian, Cumberland Presbyterian, Methodist, and Roman Catholic; a large schoolhouse, accommodating 600 children; an academy, and three district schools; one steam grain elevator, and four horse-power elevators; a steam sash, door, and blind factory; three establishment for the sale of agricultural implements, doing a large business; two nurseries, etc.

LOSTANT,

15 miles south of La Salle, is comparatively a new station, but doing a large and increasing grain business. A large portion of the buildings have been erected within the last two years. Here are two grain warehouses, with elevators; a steam flouring-mill, with capacity to grind 8,000 bushels wheat per week; one hotel, etc. A church (Baptist) was finished last fall. Good public schools and a high school are in successful operation. This is the best corn-producing district in the State, surrounded by a class of first-rate farmers and prospering space. The Vermilion

corn-fields are within eight miles of the town.

TONICA,

This place is 9 miles south of La Salle, and contains 1,000 inhabitants. Here are three churches, — Methodist, Baptist, and Congregational; three school-houses, — a large fine one just completed; a large agricultural ware-house, one large grain ware-house, one sash and blind manufactory, one flouring-mill, one large woolen-factory, just completed, one hotel. Some attention is given to fruit-culture.

LA SALLE,

the county seat of La Salle County, 99 miles from Chicago, and 308 1-2 miles north of Cairo, is at the head of navigation on the Illinois River, and the terminus of the Illinois and Michigan Canal. The Chicago and Rock-Island intersects the Illinois Central Railroad at this point. La Salle is thus most favorably situated for commercial purposes, and large quantities of produce are annually exported. Immense coal-fields underlie the city and country around, and five shafts are at present in operation, having capacity for mining and hoisting 600 tons per day. Population about 7,000. Considering the mineral wealth of the region, the manufacturing and transportation facilities, the healthfulness of the situation (the mortality being not more than three-fourths of one per cent), and the enterprise of the people, La Salle bids fair to stand in the first rank of the manufacturing cities of the West. The total business of the place last year amounted to nearly eight millions of dollars. The city has four churches, — Baptist, Congregational, Methodist, and Roman

Catholic, — and others are about to be erected; three public school-houses, with 950 scholars, and three private schools, with 260 scholars; a printing-office, publishing a weekly newspaper, the "La Salle County Press;" a glass-factory, zinc-works, a National Bank, two grain warehouses, one with steam-elevator of 75,000 bushels' capacity; brick-yards, one foundry, planing-mill, door and sash factory, three grist-mills, three hotels, etc.

MENDOTA.

The city of Mendota is situated in the north-western township of La Salle County, at the point where the Chicago, Burlington and Quincy Railroad intersects the Illinois Central Railroad. Distance from Chicago, 88 miles; from Dunleith, 131 miles. Its location in the midst of a rich grain-growing region, together with its superior railway facilities, are giving it a rapid growth and a large amount of business. The first house was built in 1853. Coal is abundant and cheap, and manufacturing establishments are steadily increasing in number. The present population of Mendota is estimated at 6,000. It has twelve churches, — two Baptist, Methodist, Congregational, Presbyterian, Lutheran, Universalist, Episcopal, Catholic, two German, and one colored, — the most of them fine edifices. The school-houses are six in number, — the united cost of two of them being \$70,000. The higher branches are taught in the Mendota College and the Wesleyan Seminary. A large amount of agricultural implements are annually sold here, and the facilities for shipment east, west, north, and south make it a desirable place for manufacturing purposes.

Some large concerns are in operation; an organ-factory, turning out \$50,000 worth of cottage organs a year, two founderies and machine-shops, three flouring-mills, woollen-factory, pump-factory, plow-factory, vinegar-factory, brewery, four steam-elevators, one tannery, five hotels, and about sixty stores of one description and another. There is also a public reading-room and a printing office, from which is issued an enterprising newspaper, called "The Mendota Bulletin."

SUBLETTE,

9 miles north of Mendota, has about 300 inhabitants. It is a good agricultural region. The land is high, rolling prairie, and there is considerable timber within convenient distance. The place contains three religious denominations, one church, hotel, and a graded school with 120 pupils.

AMBOY,

10½ miles west of Chicago, is situated in the midst of a rich prairie country, and is a flourishing business town. The population is not less than 3,000. There are four churches,—Congregational, Baptist, Methodist, and Roman-Catholic, —and a Union School, employing a male principal and five female assistants. There are two flouring-mills, one plow-manufactory, &c. There is one printing-office, issuing "The Amboy Times," a weekly newspaper. The lands adjacent to and east of Amboy are fine prairie, and well improved, settlement beginning here at an early day. The Company have extensive repair-shops located here, employing some two hundred and fifty hands.

ELDENA,

6 miles south of Dixon, is a new station,

established to accommodate the produce shippers. There is a school-house near the station, and also a general merchandise store.

DIXON,

the county seat of Lee County, is a thriving city situated on Rock River, 100 miles west of Chicago at the crossing of the Chicago and North-Western and the Illinois Central Railroads. The present population is about 4,500. It now contains three flouring-mills, a feed-mill, a plow factory, flax-factory, tile factory, two founderies, three grain ware houses, the Lee County National Bank, six hotels, two printing-offices, publishing each a weekly paper, and and five schools with an attendance of about 550 scholars. The Episcopalians, Methodists, Baptists, Lutherans, Catholics, and Presbyterians have each effected organizations, and erected churches. The Dixon Collegiate Institute is a fine brick building, located on an eminence commanding a beautiful view of the surrounding country, and having accommodations for 850 students.

WOOSUNG,

7 miles north of Dixon, and about 100 miles west of Chicago, is a prosperous little village of 800 inhabitants. A good schoolhouse, said to be one of the best in the county, has been built; and many new farms have been opened in the immediate vicinity of the town.

The school has an average attendance of eighty scholars. There are three religious societies,—Baptist, Methodist, and Union Brethern. The town is situated some 250 feet above the level of Rock River, and is considered very healthy.

POLO,

is 97 miles west of Chicago, and 90 miles south of Dunleith. Population 2,000. The surrounding country is exceedingly fertile,—a fine rolling prairie, every acre of which is susceptible of cultivation. The settlement dates back as far as 1835. There is also the Polo Preparatory School, an academy in which pupils are fitted for any college.

"The Ogle County Press," and "The School Visitor," are printed here,—the former a weekly, the latter a monthly sheet. Here are five churches edifices; viz., Episcopal, Methodist, Congregational, United Brethren, and Roman Catholic. There are flourishing lodges of Masons, Odd Fellows, and Sons of Temperance.

The business of the town gives employment to the following establishments: viz., eight general stores, four hardware-stores, ten groceries, two clothing-stores, two furniture-stores, seven grain warehouses, three hotels, three agricultural warehouses, a bank, plow-factory, cheese-factory, planing-mill, machine-shop, three wagon-shops, five blacksmith-shops, and two harness-shops.

HALDANE,

5 1-2 miles north of Polo, is a place from which considerable shipments of grain are made. There is a church here, used jointly by the Methodists and United Brethren, a schoolhouse, and three grain warehouses.

FORRESTON,

80 miles from Dunleith, is a busy place of about 1,500, inhabitants, one third being Germans. A brick schoolhouse costing \$15,000, a grain warehouse, steam planing-mill, three large and

several small stores, were built during the last year. The place contains six churches,—Methodist, Lutheran, United Brethren, Evangelical, St. John's, and Dutch Reformed; a graded school with classical department five teachers and 300 scholars; and a private school of 40 scholars; two first-class hotels, two large wagon and carriage shops, machine shops, seven grain warehouses, and steam elevator.

A printing-office has been put in operation, and a newspaper, "The Forreton Journal," established.

BAILEYVILLE,

7 miles south of Freeport, has 250 inhabitants. A brick schoolhouse, two stories in height, was built last year.

This is in a wheat growing district; the land is high and rolling, and comparatively thickly settled. The inhabitants are principally New England men, Canadians, and Germans.

Good stone for building purposes is found in this neighborhood. There is a Methodist church in the village, and other sects, Lutheran, Germans, Reformed, and Second Adventists, have stated preaching.

FREEPORT,

120 miles from Chicago, and 67 from Dunleith, is one of the most thriving business towns in the north-west, and has a large trade with all the surrounding country.

The Galena and Chicago Union, and the Racine and Mississippi Railroads connect here with the Illinois Central Railroad, thus affording superior railway facilities. The town contains two railroad machine-shops three flouring-mills, two planing-mills, three fan-mill factories, seven carriage and wagon

factories, two founderies, pump factory, woollen-mill, one pork-packing establishment, reaper factory, six weekly newspapers, thirteen hotels, three oaks, fourteen churches, sixteen lawyers, and thirteen doctors. There are five public schoolhouses, fifteen schools, twenty-one teachers, and 1,450 scholars, in attendance. The surrounding country is rolling prairie, well watered, and well timbered.

ELEROT,

Eight miles west of Freeport, is a place of 200 inhabitants, and has a large granary, two variety stores, a blacksmith shop, wagon shop, and a hotel. The town contains three district schools, a German school, and a brick schoolhouse, in which there is also preaching on the sabbath, by Baptists and Methodist. Two miles west of the village there are two churches (Roman Catholic and Evangelical German). There are two extensive stone quarries, and several lime kilns near the village. A stock yard has been recently fitted up, and large shipments of cattle are made from here.

LENA,

12 1-2 miles north-west of Freeport, contains about 250 houses, and 1,600 inhabitants. The farms in this neighborhood are well improved, and have good houses, barns, and fences. A large grove of timber adjoins the village. Thirty-five buildings were erected last year. There are five churches, and eight religious societies; to wit, Methodist, Presbyterian, Lutheran, German Methodist, Baptist, Roman Catholic, Free Methodist, and German Lutheran. A large and wealthy society of German

Baptists have a meeting house two miles from the station. There are three schoolhouses, which are much too small for the requirements, and the basements of two churches are used for schools. Lena is next to Freeport, the most important town in Stephenson County, and has about thirty stores, a hotel, five grain warehouses, a steam flouring mill, foundery and machine shop, barrel factory, corn sheller factory, planing mill, and numerous mechanics' shops.

NORA,

20 miles north-west of Freeport, contains 900 inhabitants, and has two churches (Congregational and Methodist); two schools,—one of them graded,—with an average attendance of 200 scholars; two grain warehouses,—one with horse power elevator; two hotels, two stores, two blacksmith shops, two wagon shops, tannery, lumber yard, sorghum mill. This is a fine farming country, well watered, and with plenty of timber.

WARREN.

The Mineral Point Railroad joins the Illinois Central at this place, 43 miles from Dunleith, and 144 from Chicago. Warren has a population of 2,000, and is a busy and prosperous town. There are four churches in the place,—a Baptist, a Methodist, a Presbyterian, and a Lutheran,—and the Episcopalians are moving to erect a church for their denomination. Excellent schools are established,—both public and private,—with an attendance of upward of 500 pupils. Within the past year twelve handsome dwellings and stores have erected, and property generally improv-

ed throughout the town. The stores—thirty in number—do a large trade with the neighboring country. There are a number of grain warehouses in the place; also an extensive planing mill; a bank (Farmers' National), with a capital of \$50,000; a printing office, from which is issued "The Warren Sentinel;" two hotels,—the Burnett House, and the Warren Hotel; two establishment for the sale of agricultural implements; a grain elevator; a plow and wagon factory; and numerous mechanics' shops.

APPLE RIVER,

21 miles north-east of Galena, is an industrious town of 550 inhabitants. Lead abounds, and is profitable mined in all this region. The village contains 110 dwelling houses, three churches (Methodist, Presbyterian, and Roman Catholic), two schools, eleven stores, one hotel, &c.

SCALES MOUND,

13 miles north-east of Galena, has a population of about 500. Lead-mining is an important interest here; the export of this mineral in 1867 amounting 864,000 lbs.

COUNCIL HILL,

Station, 7 miles east of Galena, is within the lead region, and some large lodes of mineral are being worked in the neighborhood. Population 250.

GALENA,

the shire-town of Jo. Daviess County, is pleasantly situated on the Galena River five miles from its confluence with the Mississippi. Distance from Chicago, 171 miles; from Dunleith, 16 1-2 miles. It was laid out in 1836, and incorporated in 1839, and has now a population

of 11,000. Being the emporium of the lead region, it has a large trade with all the country round about. Galena contains thirteen churches,—four Roman Catholic, three Methodist, two Presbyterian; and Unitarian, Episcopalian, Swedish, and Congregational, one each. There are eleven public schools in the place, educating seventeen hundred and fifty children. The public buildings—court-house, post-office, custom-house, and marine hospital—are all sightly edifices. Among the business features of the place may be enumerated three flouring-mills, an iron-foundry, two plow-factories, three packing-houses, three planing-mills, eight breweries, three distilleries, six hotels, two banks fourteen grain warehouses, two sash, blind, and door factories, a large woollen mill, a extensive boot and shoe factory with steam power, a vinegar-factory, three nurseries and one hundred and eleven stores.

DUNLEITH,

(an incorporated city of 1,800 inhabitants) is situated on the east bank of the Mississippi River, in the extreme north-western part of the State, and is the terminus of the Illinois Central Railroad in that direction. It is a place of great commercial importance, and receives, for trans-shipment to Chicago and other markets, vast stores of the agricultural and mineral productions of Iowa and Minnesota. Distance from Chicago, 188 miles. Steamers ply regularly between Dunleith and St. Paul and the intermediate towns on the Upper Mississippi. A ferry connects the station with Dubuque, on the opposite side of the river; and a bridge, to join the Illinois Central and the

Dubuque and Sioux City Railroads, has been commenced, and will be completed with all possible dispatch.

CHICAGO.

The annals of Chicago are involved in no obscurity, for the witness of its rise and marvellous progress are yet young men. In 1831 it contained twelve families; in 1840, the year in which it first figures in the census-tables, the inhabitants numbered 4,853; in 1850, 29,963; in 1860, 110,978; and now, in 1870, the population is estimated at nearly 300,000. The assets valuation of the real and personal property is \$192,249,644. During the last year, seven thousand buildings were constructed, at an estimated cost of \$8,500,000. Included in this number are five schoolhouses and six churches, and many business-blocks and dwelling-houses of marble and brick. The lake tunnel has been finished and new water-works completed, by which the city can be supplied with eighteen million gallons of pure water per day. Since the organization of the city, more than \$10,000,000 have been expended upon the streets. It is difficult, in the short space to which this notice must be confined, to properly set forth the commercial importance of Chicago; but a few statistics, gathered from the trade-returns of 1867, will serve to exhibit something of the magnitude of the business transacted here. Of breadstuffs there were received sixty million bushels, the shipments eastward exceeding fifty-one million bushels. The aggregate receipts of live stock were larger than ever before, and included 1,996,000 hogs, and 329,000 *beeves*; of the former 758,000, and of the latter 203,000 were sent to Eastern

markets. 850,000 hogs and 50,000 *beeves* were slaughtered and packed for export. The lumber-trade has assumed gigantic proportions; the receipts for the year being 851,000,000 feet of lumber, 431,000,000 shingles, and 143,000,000 laths. The trade in wool increases year by year; last year the receipts were 9,528,000 lbs., and the shipment 10,546,000 lbs. The exports of lard reached 17,000 tons.

The several grain-elevators have a storage capacity of 10,000,000 bushels, and are among the wonders of the city. The Union Stock Yards, in the fitting-up of which upwards of \$1,000,000 were expended, are arranged to receive as many as one hundred thousand head of beef cattle, hogs, and sheep. There are eleven miles of dockage, in the improvement of which \$1,200,000 have been expended. The arrivals of vessels engaged in lake navigation number 12,230. The wholesale trade in dry-goods last year reached \$30,000,000; in groceries, \$35,000,000; in hardware, \$20,000,000; boots and shoes, \$15,000,000; clothing, \$10,000,000. The estimated commercial business is placed at \$300,000,000. The internal revenue collections for the year amount to nearly four million dollars; of which \$1,736,000 were collected upon manufactures, \$300,000 from railroads, and \$1,120,000 upon incomes. The banks and insurance-companies have an aggregate capital of \$12,000,000. Chicago has upwards of one hundred churches, representing almost every shade of religious faith; and numerous hospitals and asylums for the sick and blind and poor. The public schools are acknowledged upon all hands to be in eyre

respect equal to the best in the country; while the University and other seminaries of learning are in no way behind similar institutions in the older cities. And finally, the city is growing as rapidly now as at any period in its history; nor is it likely to yield the position which has been accorded to it as the first of the great interior cities of the United States.

CALUMET,

14 miles south of Chicago, is at the junction of the Michigan Central with the Illinois Central Railroad. The land in this vicinity is low and wet, and the farms are small, and mainly devoted to grass.

THORNTON,

23 1-2 miles south of Chicago, has a population of 350; old Thornton, three miles east, has 250 inhabitants. The land in this vicinity is good for grass, vegetables, dairy farming, &c. North-east of Thornton there is a Dutch settlement, which is in a very prosperous condition. Near to this town some of the wealthy citizens of Chicago have large and well-improved farms, raising oats, spring wheat, hay, vegetables, &c.

MATTESON,

The Joliet Cut-off crosses the Illinois Central Railroad at Matteson. This town has a population of 1,500, and from its location will necessarily become a place of considerable importance. Most of the land in the neighborhood has been taken up, and is now under good cultivation.

MONEE,

34 miles from Chicago, is the market-town for a wide scope of country. The facilities for handling grain, and the

keen competition among the buyers of produce, have resulted in doubling the business of the place within the last two years. The village at the station has 250 houses and 1,500 inhabitants; the township has a population of about 3,000.

This is the highest point on the railroad between Chicago and Cairo, being on the line of the summit which separates the waters flowing to the Great Lakes from those flowing to the Mississippi and the Gulf of Mexico.

PEOTONE,

40 miles south of Chicago, has 1,000 inhabitants (in the township), and contains two churches (Methodist and Evangelical), four stores, two hotels, three blacksmith shops, two wagon shops, a furniture shop, pump factory, grain elevator, and grain warehouse.

MANTENO,

46 1-2 miles from Chicago. Population of the township, 1,600 of the village at the station, 800. The land is superior for grain, as well as stock-raising, and has an enhanced value on account of its proximity to the Chicago market.

There are three churches in the place,—Methodist, Presbyterian, and Roman Catholic,—and three schools (one of them a select school), attended by 200 scholars. At the station are three grain elevators, one worked by steam and two by horse power, and a grist mill. It is a good trading point, and has six stores, two hotels, a lumber yard, and blacksmiths, wagon wrights, carpenters, and other mechanics.

KANKAKEE,

the county seat of Kankakee County, situated on the north bank of the Kankakee River, 56 miles from Chicago.

has grown up from a forest since the building of the railroad, and now contains a population of 6,000. It has one woollen factory, one flouring mill, capable of grinding 1,500 bushels of wheat per day, one linseed oil mill, foundry and machine shop, three manufactories of farming implements, three carriage and wagon shops, two tanneries, and three perpetual burning lime kilns.

Inexhaustible quarries of the finest quality of limestone are not to be overlooked in counting the wealth of Kankakee, furnishing as they do stone, and lime for the building purposes of the city and for exportation.

The stores of one kind and another number about forty. There are two private banks, four hotels, five lumber yards, six grain warehouses, and two printing offices, issuing "The Kankakee Gazette" and "The Kankakee Journal."

CHENBANSK.

A station, 64 1-2 miles south of Chicago. The country hereabouts is watered by the Iroquois, and is well adapted to grazing. The population and business of the town have doubled in the last three years. At this time the township has a population of 2,000, and the village about 600.

CLIFTON,

69 miles south of Chicago, has 700 inhabitants, and is surrounded with the best of grazing and corn lands. Artesian water is obtained here at the depth of eighty to one hundred feet, and thus at small expense the settler is supplied with an abundance of pure water. There are two churches in this place, — Congregational and Roman Catholic. The settlers at this point are made up large-

ly of the best class of New England people. The society in the town is good, and more pains have been taken than is usual in the small towns to make the place attractive by planting shade-trees, grading streets, and building substantial, and neat dwelling houses, barns, etc

GILMAN,

18 miles south of Chicago, at the intersection of the Illinois Central and the Toledo, Peoria and Warsaw Railroads, is a place of nearly 1,000 inhabitants. It exhibits a steady increase—the population and the business of the town having doubled in the last three years.

ONARGA,

85 miles south of Chicago, has a population of 1,500, and is steadily increasing in numbers and in business. The prairie abounds in springs of clear water, and, for this and other reasons, this section of country is good for grazing and stock-raising. Considerable attention is paid to fruit-culture; three thousand bushels of strawberries were shipped from Onarga last season. A large proportion of the settlers are from New England. The religious and educational privileges are noteworthy, five churches—Presbyterian, Baptist, Congregational, Episcopal, and Methodist; the Onarga Institute, having nearly 100 students the Grand Prairie Seminary, having in the last year 20 teachers and 248 students: a large public school house has just been completed at a cost of \$6,000. There is also a horticultural society, a public library, and societies of Masons, Odd Fellows, and Good Templars.

BULKLEY,

63 miles from Chicago, is in a very healthy location, surrounded by a thrifty agricultural community. It has consider-

able trade, and having the advantage of being within the region of Artesian wells, it is destined to become a place of considerable importance. The land in this neighborhood is well adapted to stock raising, as well as grain cultivation, being watered by a number of small stream and Artesian wells. The present population of Bulkley village is 250.

LON,

an incorporated town of 1,200 inhabitants, 99 miles south of Chicago, is in the centre of the "Grand Prairie," which at this point is remarkably beautiful and undulating. The Spring Creek timber, skirting the town on the west and north, adds much to the beauty of the location. Both town and county are being rapidly settled by an intelligent and thrifty class of people, mostly from the Eastern States. As a point for business, the facilities are not excelled in the rural district; and the healthfulness and beauty of the country, with the excellent neighborhood, form great inducements to those seeking Western homes with Eastern comforts. There are three established churches,—Methodist, Baptist, and Congregational.—and a society of United Presbyterian, intend erecting a church in the course of the present year. An excellent graded school is attended by about 250 pupils. Here are fifteen stores, one hotel, four blacksmith shops harness shop, wagon shop, cabinet shop, sawing and turning shop, lumber and coal yard, and carpenters, masons, etc.

PAXTON,

the county seat of Ford County, is 103 miles from Chicago, and 48 miles east of Bloomington. Population, 2,000.

The place is of recent settlement, and its growth has been remarkably rapid. Paxton contains four churches, ten dry goods stores, two hardware stores, three drug store, five grocery stores, two grain elevators, two hotels, flouring mill, plough factory, cultivator factory, three wagon factories, two nurseries, a bank, a printing office, and mechanics' shops of every variety. The schools are excellent. There is a graded school for boys, with four teachers and nearly 300 scholars; a seminary for young ladies; and a Swedish college, called the "Augustana College of North America,"—to which the King of Sweden has presented a library of 5,000 volumes.

A good many Swedes have settled in this neighborhood. They are intelligent, industrious, and exceedingly prosperous.

RANTOUL

is a pretty village, 114 miles south of Chicago, and 14 north of Champaign.

The land is rolling prairie, watered by the Sangamon and the Big Vermilion, and is superior for stock raising and grazing. Large crops of corn are produced, and fruits of all kinds do well.

The place has a population of about 800, and is steadily increasing. It has two schoolhouses,—one of them for a "graded" school, just completed at a cost of \$6,000, and capable of accommodating 300 scholars.

THOMASBORO',

One hundred and nineteen miles south of Chicago, is a new station, started in May, 1884. Since that time, Mr. Thomas, who owns the land immediately about the station, has built a good residence, a warehouse for corn, a boarding house, one per-

manent hay barn with hay-press, and he is about erecting another for the same use. This is in a good district for corn, meadow, and pasture.

CHAMPAIGN,

One hundred and twenty-eight miles south of Chicago, is one of the most flourishing towns upon the line of the Illinois Central Railroad. It is a place of great and increasing trade, and at this time has 1,100 dwelling houses and upwards of 5,000 inhabitants. Some of the best farms in the State are in this township, and all the country about is highly improved.

Two miles eastward is Urbana, the seat of justice of Champaign County. The two cities are connected by a street railway. Champaign has nine churches, two public school houses, large structures, each having several departments, and accommodating, in the aggregate, twelve hundred children; and a young ladies' seminary, having about thirty pupils; four grain warehouses, with steam elevators, two agricultural warehouses, five hotels, four newspapers, a national and a private bank, four lumber yards, two coal yards, two hay presses, two broom corn presses, two plaining mills, woolen mill, flouring mill, six blacksmith shops, three carriage factories, two furniture factories, two harness shops, four livery stables, and upwards of fifty stores for the sale of every description of merchandise.

OLONO,

One hundred and thirty seven miles south of Chicago, at the intersection of the Illinois Central and the Great Western Railroads, has a population of 1,000. Considerable lands in the

immediate vicinity was sold during the last summer and fall, generally to actual settlers from Ohio and Indiana; and a large increase is anticipated in breadth of land cultivated the coming year. A number of dwelling houses and stores are now in course of building. The place has somewhat improved within the last year, and, being situated in the midst of a fine farming district, and at the crossing of the two railroads, gives promise of rapid advancement.

TJSCOLA,

150 miles south from Chicago, is the county seat of Douglas County. It was laid out in 1857, when the first house was built. At the present time, it contains four hundred and fifty dwelling houses and a population of two thousand souls. There are in this place four churches; a large brick schoolhouse, where as many as four hundred children are taught the English branches, and the materials are already upon the ground for another schoolhouse, larger than the old one; four hotels, in arrangement and management second to none in Central Illinois; three elevators worked by steam, with the prospect that another will be erected this season; a flouring-mill with three run of burs; a newspaper printing-office; eight dry-goods stores, doing a large retail trade; fourteen grocery-stores; four drug-stores; one boot and shoe store; two hardware-stores; three clothing-stores; two agricultural-implement stores; two book-stores; two stove and tin stores; two furniture-stores; one bank; two lumber-yards; and sixteen mechanic-shops.

OKAW

(P. O., Arcola), 158 miles south of Chicago, was organized in 1855, and contains, as per last census, 1,675 inhabitants. In an agricultural district, unsurpassed in richness of soil, and with superior facilities for transportation, the place shows signs of present prosperity and growing importance. Fifty dwelling-houses have been erected during the past year. There are six churches in the town, and two large schoolhouses, where instruction is given to 300 pupils. The business of the place is considerable.

MILTON

(P. O., Milton Station), 164 miles south from Chicago, has 810 inhabitants by a recent enumeration. Twenty dwelling-houses were erected during the last season. There are at the station nine stores, four warehouses, and one hotel.

MATTOON

situated at the crossing of the Illinois Central and the Terre Haute, Alton, and St. Louis Railroads, 173 miles south of Chicago, and 180 miles east of St. Louis, is one of the most prosperous towns in this part of the State. At the present time, it has a population of 4,500, and is growing rapidly. Many new dwelling-houses were built during the last year, and also several brick business blocks. The country is well settled up, and the country (Coles) is very fertile, and produces immense crops of grain, particularly Indian corn. There are seven churches in the town—three Presbyterian, one Methodist, one Baptist, one Christian, and one Roman Catholic. The schools are good and

well attended. Four large public schoolhouses are completed. One of the finest elevators in the State, outside of Chicago, was erected here last year. The grain business is very large, and employs four steam elevators.

AETNA,

179 miles from Chicago, is situated in the midst of fine rolling prairie, well adapted for fruit and sheep raising. There was a large increase last year in the acreage of cultivated land, and an immense number of fruit-trees were planted.

NEOGA,

Midway between Chicago and Cairo, has 85 houses and 500 inhabitants. There are two churches (New School Presbyterian and Methodist) in the village, and three others within a distance of four miles. A graded school has been established. During the last year, ten new farms were opened.

SIGEL

(P. O., Hooper) is 191 miles south from Chicago. The place is only four years old, yet its population already exceeds 400. It contains ninety dwelling houses, two churches (Roman Catholic and Lutheran), a schoolhouse, five dry-goods and grocery stores, two hotels, steam flouring-mill, bell-foundry, two wagon-shops, three blacksmith-shops, and two boot and shoe stores.

EFFINGHAM,

The county seat of Effingham County, is 199 miles from Chicago, and 100 miles from St. Louis. The estimated population of Effingham is 2,200. The St. Louis, Vandalia & Terre Haute Railroad here crosses the Illinois Central and promises quite an impetus to business.

MEMORANDA.

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